

small air forces observer

vol. 18 no. 1 (69)
March 1994

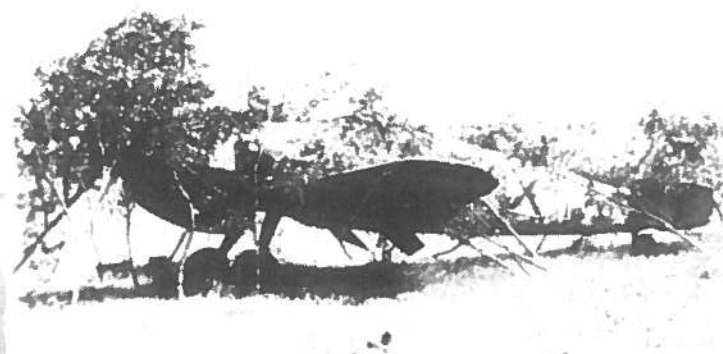
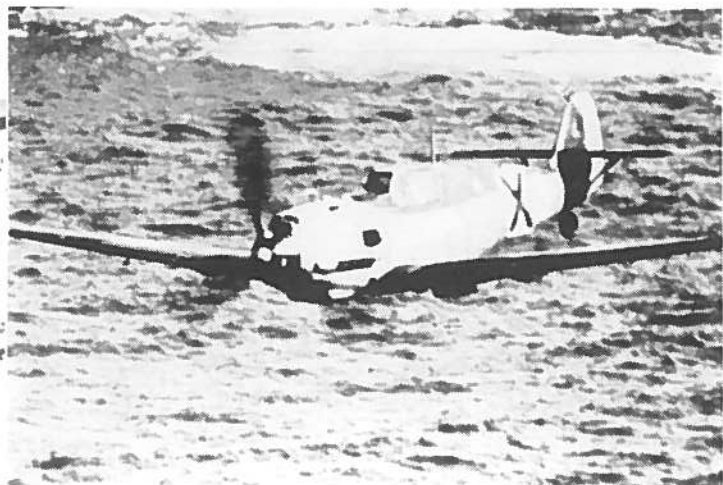
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**YUGOSLAV AIR FORCE 1939-41: NON-COMBAT TYPES
ROYAL LAO AIR FORCE DURING THE VIETNAM WAR
AFRICAN MAX HOLSTE BROUSSARDS: PART II
FINAL DAYS OF THE CAMBODIAN AIR FORCE
AIR FORCES OF THE 1920s: AFGHANISTAN
AZERBAIJAN AIR FORCE
BULGARIAN Bf-109
CROATIAN MiG-21**

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$10.00 for 4 issues per year in the USA and elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$20.00 and the small excess will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US. (There's a \$25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise,

please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

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INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Ira Campbell, 7802 MN 68 Terrace, Tamarac, FL; E. Tronn, 2255 At. Mathieu Apt. 701, Montreal, Quebec; Alain La Pierre, PO Box 2102 2102A, Les Delicias, Maracay, Venezuela; Michael Parr, #124 101 Tabor Blvd., Prince George, B.C. Canada; Richard Harrison, "Halcyon", RD 3, Box 3639A. Stroudsburg, PA; Ellis Estes, 5 W. Glebe Rd., Alexandria, VA. Gary Lepinski, 3311 32nd Ave. S, Minneapolis, MN.

HELP! Would the member in Poland who submitted the article "Me-110 over Poland" please contact the editor. Your letter got separated from the manuscript so I don't know who is the author. Also, a package of books and magazine arrived from Poland without any return address. Would the member who sent these (Polygon's I-5, Model Maguette, 2 issues of Aviation World, Su-27, 8 issues of Barwa, & P-47) please contact the editor so you can receive proper credit.

COVER COMMENTS: Cambodian Air Force North American T-28A '51-7823' damaged at Phnom Penh. Note the 50-caliber machine-gun pod and two bomb racks per wing. Photo from Terry Love whose photo essay on the final days of the Cambodian Air Force begins on page 18 of this issue.

PHOTO PAGE: This photo essay of Bulgarian Bf-109s was provided by Stephen Boshniakov (SAFCH #1303) via Kim Margosein (SAFCH #104), 2813 E. 192 St., Lansing, IL 60438, USA. The first six photos show the aircraft in the wartime insignia consisting of a black cross on a white square. The last two photos show the aircraft in the insignia used in the immediate post-war period. This consists of a red/white (from inside) roundel with green bar.

- (a) Bf-109E white '12'; the triangle on the fin contains the aircraft number on top and the number of the unit on the bottom.
- (b) Bf-109E; white '3'.
- (c) Bf-109G; black (with white outline) '1'.
- (d) Same aircraft hiding.
- (e) Bf-109G; white '7'.
- (f) Bf-109G black '26' below wing.
- (g) Bf-109E; white '1' with post-war roundels.
- (h) Bf-109G with post-war roundels.

-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-

White-Metal Accessories, 1/72 scale. A & V Models, Jaromir Anis, A. Dvoraka 803, 272 00 Kladno, Czech Republic. SAFCH member Vladimir Stepanek, of the Czech

Republic, has sent these white-metal accessories to share with SAFCH members. Accessories at hand include: simple seats (Me109B/C/E, Me109F/G/K, Avia S199, & Avia CS199); ejection seats (Aces II

for A-10, F-15, F-16; Martin Baker Mk.9 for Jaguar, Harrier, AV-8A; KM-1 for MiG-21MF, MiG-23, MiG-25, MiG-27; KM-36 for MiG-29, MiG-31, Su-24, Su-25, Su-27); and USN wheel

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). **Summer '93** (32 pages) "Reggiane Re.2005 Sagittario" 3 pages including 1/72-scale 3-view drawing, 2 side-view drawings, and instructions on building a Re.2005 from the Supermodel Re.2001. "Iberian Armoured War, Part 2" 4 pages including 1/76-scale and 1/35 scale drawings of Panzer I variants used in Spain. "Building a Better Canberra PR.9" 8 pages including 2 photos, 1/96-scale 4-view drawing, and 5 side-view drawings (one Chilean). "Iberian Air War, Part 3" 2 pages including 3 side-view drawings and instructions on modeling Nationalist Do-17E and -17P. "Iberian Air War, Part 4" one page with side-view drawings of the Republican Boeing 281. "Yanks (almost) in the RAF" 2 pages including 4 side-view drawings of Lockheed Lightning I/P-322 in RAF and USAAF markings. "Iberian Air War, Part 5" 3 pages including a 1/72-scale 3-view drawing and instructions on converting the Airfix Daemon into a Republican Osprey. "Iberian Air War, Part 6" 2 pages including side-view drawing and sketches of details of a Nationalist Fi-156 Storch. Two side-view drawings of Hurricanes (Russian & Romanian). "A Rough Guide to Ship Colours" a 3-page list of FSS95a equivalents for most of the world's present navies.

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenniggeldgasse 18/2/14, A-1160, Wien. Write for free sample.) 4/93 (40 pages) "K- Flugboote der KuK Seeflieger 1916-18" 13 pages including 8 photos and 3 pages of tables. "Austria Flugverkehrs AG" 5 pages including 3 photos and 3 side-view drawings of the Bauer B-1.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues US \$25 in cash, International Postal Money Order for 750 BF, or American Express IMO for US \$25; add US \$5 (or 120 BF) for airmail. Please specify French or Dutch edition. #90 **Summer 93** (42 pages) "Mirage 5BA" 10 pages including 3 photos, a 4-view scale drawing, and 4 pages of sketches. "La Bahane Volante" 7 pages including 6 photos and 4 side-view drawings of SABENA 'Flying Banana' alias Vertol 44A. "Les Fokker FVIIa & FVII/3m" 5 pages including 4 photos of model and fold-out 1/72-scale drawings of FVII/3m.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.) 2/93 (20 pages) Nothing of small-air-force interest. 3/93 (18 pages) "The Brazilian 1st Fighter Group" 2 pages including a 4-view drawing of P-47D '226450'. "Los Bell UH-1B de la Fuerza Aerea Paraguaya" 2 pages including 3-view drawings of 'H-024'. "Silver Albatros" 2 pages including English translation and 3-view drawing of an all-silver Austro-Hungarian Oeffag D.III.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$20.00 in US \$22.00 elsewhere). 23/3 (24 pages) "Canada's Formidable Hero" 5 pages on building FG-1D LT Grey was flying during the action for which he was posthumously awarded the Victoria Cross, including 5 photos of the model. "Jozsef Kiss, Hungarian Ace of WWI" 6 pages including victory list and 10 side-view drawings of a/c flown by Kiss. "Building Baby Boeings" 4 pages on modeling the 737 including 3 pages of drawings of 373 in the markings of Malev Hungarian Airlines. Central Mountain Air" 4 pages on Canadian airline including 6 photos and drawings of two DC-3s.

PLASTIC KITS REVUE (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#19 (76 pages) "První Český Tygrik" 2 pages including 2 photos and a full-page color 4-view drawings of Czech L-29 Delfin in Tiger stripes. "Noční Sovy kontra Tristajedenáky" 4 pages including 10 photos and 6 color side-view drawings of Czech Squadron Wellingtons and German night fighters. "AMX v Modelu" 4 pages including 5 photos of models and 11 close-up photos of real a/c. "Oberst Werner Molders" 5 pages including 5 photos and 7 color side-view drawings of his Bf-109s. "Ceskoslovenští Stíhací Piloti v RAF 1940-1945: Part 4" 3 pages listing service record of 37 fighter pilots including 8 photos table of victories. "Historie 64. Sentaj: Part 4" 7 pages including 7 photos and 4 color side-view drawings. "Boure nad Finsken" 9 pages on Finnish Mersky including 18 photos, 1/72-scale 4-view drawing, and 4 color side-view drawings. "Tatranski Orli po Padesati Letech" 5 pages on the new Slovak AF including 7 color photos (MiG-29, Su-25, Mi-2, MiG-21MF, Mi-24V, An-26, & L-410 UVP) and 5 color side-view drawings with small drawings of top view (MiG-29, L-39ZA, MiG-21MF, & MiG-21US). "Nalet Osme na Berlín" 5 pages including 7 photos and 4 color side-view drawings (P-51B, P-38, & P-47). "Messerschmitt Me 262 Poněkud Jinak" 11-page review of kits including 10 photos of models, 5 pages of 1/72-scale drawings, and 5 color side-view drawings. "Iansen pred 'Penzi'" 3 pages including 5 photos and a 5-view color drawing. "Letoun Suchoj Su-25K Císto 8072 'Zralok'" 2 pages including 4 photos of shark-mouthed Slovak Su-25. 12 pages of reviews of kits, accessories, decals, books, etc. (many of which we have yet to see including a injection-molded 1/72-scale Grumman XF5F from MPM and a book on the F2A Buffalo from Poland. [Editor's note: If you think this is a lot for one magazine, wait to you see the magazine. At \$6 per issue, it has to be the best buy on the market.]

DENMARK

NYT (IPMS Denmark, c/o Bjørn Jensen, Rosenvaegts Alle 6, 2100 København 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary. #62 (30 pages) "Mil Mi-8 & Mi-17" 3 pages including side-view drawings of Finnish 'HS-6'. "Argentine Supermarine Walrus" a 2-page 4-view drawing of 'M-0-4'.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road,

Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £18.00 (approximately \$36.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

5/93 (32 pages) "Modelling Desert Storm in 1/48 Scale" Part I - Tornado GR.1" 6 pages including 6 photos of models and a page of drawings on "wing conversion". "Tornado Operations" 5 pages including 6 photos and a table of all RAF Tornado listing squadron, serial/code, name, and notes (e.g. "Shot down over AL Taqaddum air base after LGB attack 14.02.91"). "The T-55 Then and Now" 2 pages on the T-55 as it appeared during the 1968 invasion of Czechoslovakia and in service with the Czech Army today. "Avia B 35 - Luftwaffe Propeller Test-Bed" 2 pages including photo of model and drawings of differences in the wing shape between the B 35.1 and B 35.2.

6/93 (40 pages) "Fujimi Spey Phantoms" 4 pages including photos and drawings. "Modelling the Avro Lancaster (Part 3)" 7 pages of photos and drawings on building the Airfix kit 'straight from the box'. "Falklands War Wessex" 4 pages including 6 photos and drawings (the author describes the a/c he worked on during the War). "Messerschmitt's other Zerstörer - The Me 210" 2 pages on converting the Frog Me-410 to a Me-210 (the author started out to build a Hungarian '210 only to discover after doing the conversion and buying the decals 'the Hungarian '210 was a '410 in all but name').

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £ 17.00 approximately \$34.00. In USA/Canada order from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

#36 (28 pages) "Blackburn Skua Revisited" 7 pages including 14 photos and 7 side-view drawings and scale drawings for making extensive corrections to the Frog/Novo kit. And, many kit reviews.

AVIONS: Toute l'Aéronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France). [Editor's note: This magazine is highly recommended for small-air-force enthusiasts. If they ever come out with an English-language edition, they would wipe out SAFO.]

#9 Nov. '93 (52 pages) Another outstanding issue. "Les Super-Étendard Argentins" 6 pages including 16 color photos. "Le Bloch MB 200: 4ème partie" 8 pages on the Aero MB 200 including 15 photos, 1/72-scale drawings, a page of sketches of interior detail, and 3 color side-view drawings (2 Czechoslovak and one Slovak). "Aperçus du 22 Juin 1941: Barbarossa, 2ème partie" 4 pages including 12 photos (Romanian IAR 39 & Blenheim and Slovak Avia B-534 along with Luftwaffe and Soviet a/c). "Le Loire 46, 1ère partie" 8 pages including 9 photos, a 2-page cutaway drawing and a 1/72-scale 6-view drawing. "Courrier Lecteurs" 3 pages including 9 photos of the Potez 452 and one photo of MB 200. "Le Terrain de Wez-Thuizy Septembre 1939 - Mai 1940, 1ère partie" 4 pages including 6 photos. "Histoire de l'Aviation Serbe, 1ère partie" 4 pages including 4 photos and 3 maps. "Le Boulton-Paul Defiant, 1ère partie" 6 pages including 9 photos, full-page color painting, & 4 color side-view drawings. "Le Petlyakov Pe-2 de Koster au 1/48ème" 4 pages including 10 color photos of model.

#10 Dec. '93 (52 pages) "Histoire de l'Aviation Serbe: 2eme partie" 5 pages including 7 photos. "Le F-4 Phantom II en Grande-Bretagne: 1ere partie" 4 pages including 10 photos. "Le Loire 46: 2eme partie" 8 pages including 18 photos and 4 color side-view drawings (one Spanish). "Le Boulton Paul Defiant: 2eme partie" 10 pages including 14 photos, 2-page cutaway drawing, and 3 pages of 1/72-scale drawings. "Le Terrain de Wez-Thuisy" 4 pages including 7 photos. "Le Bloch MB 200: 5eme partie" 5 pages including 15 photos (Czech & Bulgarian) and 2 color side-view drawings (German & Bulgarian). "Morane Saulnier MS 733 Alcyon" 4 pages including 4 color photos of model (Cambodian) and 6 color photos of real aircraft. "L'Arado Ar 95: 1ere partie" 6 pages including 16 photos (2 Spanish) and color cover painting.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

6-93 (32 pages) "The War Museum of Greece" 5 pages with 8 photos [Farman (photo printed upside-down), Tiger Moth, Helldiver, Spitfire, Harvard, Sabre Dog, Starfighter]. "Die Deutsche Lufthansa im Sammiernastab 1:72" 2 pages including 2 photos of Ju-24 and table of kits available to model Lufthansa aircraft.

7-93 (32 pages) Nothing of small-air-force interest.
8-93 (32 pages) Nothing of small-air-force interest.

GREECE

NEA (IPMS-Greece, PO Box 79167, 175 05 Amfithea, Athens) 4 issues \$25.00 for first year, \$20.00 for next year. Includes English summary.

2/93 (32 pages) "Noratlas: Part 2" 7 pages including 7 photos and 3 pages of drawings of "Vietnam" camouflage pattern and colorful "calibration" a/c; the English summary describes a "suicide" mission to Cyprus during the Turkish invasion of 1974. "Greek Junkers G-24" 2 pages with 3 photos. "Battle Cruiser AVEROF" 7 pages including 5 photos and 4 pages of scale drawings of Greek WWII warship. "Steyr FLF 5500 Crash Truck" 4 pages including 4 photos and 2 pages of scale drawings. Actual color photo of Greek F-16 '135'.

3/93 (32 pages) "The New A-7E of the Hellenic Air Force" 6 pages including 12 fantastic color photos and 3 b&w photos [Editor's note: If this doesn't inspire you to get out your A-7 kit, you're dead.] "Curtiss SB2C Helldiver in Greek Colours" 11 pages including 6 photos and 3 side-view drawings. "Airspeed Oxford Mk 2" 2 pages including drawings of a machine in Greek AF markings.

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; one year 50,000 Italian Lira in Europe or US \$50.00 overseas).

2 93 (32 pages) "Un Aereo per Lucchini" 2 pages including side-view drawing MC.200 and table of victories for Franco Lucchini. "Colori: Alcune Equivalenze Modellistiche" 8 pages of tables listing paints (Humbrol, Mo-Lak, Xtra Color, Model Master, Life Color, Gunze Sangyo) by category (Russian Aircraft WWII, Aviazione Israeliana Moderna, etc.). "Araldica del CRDA Cant Z.506B/S Alrone" 7 pages including 13 photos and 4 drawings of insignia. "Polsky Spit" 4 pages including 5 photos and 5 side-view drawings (WXoC, JHoJ, RFOk, WXoA, WXoT).

3/4 93 (32 pages) "PZL WSK TS-11 Iskra BR-200" 8 pages including 10 photos and 2 pages of 1/72 scale drawings. "Mustang in Italia" 6 pages includ-

ing 12 close-up photos of museum a/c. "Autolindo WZ-34" 3 pages including 3 photos and 1/35-scale drawings of Polish Armored car.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

10/93 (98 pages) Color photos: Russian Tu-154 'RA-85745'; Moldovan Tu-134 'CCCP-65707'; Turkish AF Cessna Citation '93-7024'; Czech MiG-21 '7701' & Su-22M4 '4006'; Slovak L-39 '0110'; Moroccan Do-28D '4335'; Hungarian MiG-21; RAAF C-130; Portuguese G.91. "Il Gobbo Benedetto" 4 pages including 4 photos of Lebonese S.79 'L-113'.

11/93 (98 pages) Color photos: Tatarstan Lockheed Jetstar; Slovak Yak-40 'OK-BYL'; & Mongolian An-24 'MT-2510'. "I 'Nuovi' Phantom Spagnoli" 6 pages including 6 color photos of Spanish RF-4C. "Cisterne RAF per 'Deny Flight'" 7 pages including 8 color photos and tables of all VC-10 operating over the Adriatic Sea.

12/93 (98 pages) Croatian LET-410 '9A-BNA'; Thai L-39 Albatros; Cameroon C-130H 'TJX-AC'; & Turkish F-4E 'I-395'. "Perche Cambiare Aero? Vai in Israele" 8 pages including 12 color photos (F-4E, MiG-21, F-5E, & Tracker. "A Guardia del Corridoio di Beira" 6 pages including 1 color photos (CH-47, AB-205, & SM-1019) in UN marking in Mozambique; a photo of 2 T-6, 4 Mig-17, & an An-26 in jumbled together at an abandoned air base is would be the inspiration for a great diorama.

PARAGUAY

MODELO TERAPIA, c/o Antonio Sapienza, PO Box 2721, Asuncion. [Editor's note: This is the last issue of the magazine. Antonio can still provide back issues for \$1.00 each.]

1/4 Nov. 93 (5 pages) "FAP Tucano" 2 pages including 3-view drawing and photos of 4 unit insignia.

POLAND

AERO TECHNIKA LOTNICZA (Bartycka 20, 00-716 Warszawa 36. 12 issues US \$32.00.)

10/93 (40 pages) "Kamow Ka-50" 2 pages with 10 color photos. "Panavia Tornado ADV" 15 pages including 2 color photos, 11 b&w photos, 2-page cutaway drawing, 4 pages of 1/72-scale drawings, & 2 side-view drawings (RAF). "Corsair" 2 pages with a full-page color photo of a RN Corsair and 5 side-view drawings (3 RNZAF & 2 RN). "Zestrzenie HS 126 przez Mysliwce Torunskie" 4 pages on Polish Torun Regiment with 2 photos and table of victories of 141 & 142 Squadrons during September 1939. "Baltyckie Kraksy R-XIII" 1/2 page including one photo. Lublin R-XIIIbis/hydro w Pinsku" 1/2 page including one photos. Photos: RWD-13T & Spad 61C1.

SKRZYDLA W MINIATURZE (F.H.U. Model-technik, ul. Lobzowska 46a, 30-038 Krakow.)

#8 (36 pages) "Richard Ira Bong - Partret Asa" 7 pages including 6 photos, 2 pages of drawings of Bong's P-38, and table of victories (who, what, when, & where). Samolot Mysliski PZL P-8" 9 pages including 8 photos and scale 3-view drawings of P-1/II, P-8/I, & P-8/II (P-9) II wersja. "Samolot Amatoraki BHT-1" 2 pages including 4-view scale drawing of 'SE-ANX'.

#9 (36 pages) "Fairey Firefly Mk I" 31 pages including 21 photos (FAA, Dutch, & Ethiopian), 2-page 1/72-scale drawing T Mk 2, 6-page 1/48-scale drawing FR Mk I, 16 side-view drawings (FAA, Ethiopian, Indian, & Thai), a 2-page cutaway drawing, and 5 pages of drawings of interior and exterior details.

#10 (36 pages) "Fairey Firefly Mk II - Mk 8" 27 pages including 30 photos (FAA, Australian, Dutch, Ethiopian, & Thai), 2-page 1/72-scale drawing of T Mk 5, 4-page 1/48-scale drawings of AS Mk 5, 2 page 1/72-scale drawing of AS Mk 7, 2-page 1/72-scale drawing of AS Mk 5, 1-page 1/72-scale drawing of Indian TT Mk 4, and 10 side-view drawings (FAA, Dutch T Mk 2, Ethiopian T Mk 2, Dutch Mk 4. These two issues provide an attractive view of this beautiful series of a/c. I went scurrying to the 'loft' to see how many Firefly kits I had in stock.

USA

Chline Lines (IPMS Seaplane SIG, c/o Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981. \$8.00 for 4 issues).

#6 Winter '93 (18 pages) "Martin JRM Mars" 4 pages including 1/250-scale 3-view drawing and review of 1/72-scale(!) vacuform kit. "Beneficent Behemoths of British Columbia" 6 pages including 5 side-view drawings of Mars in Canada (a one side-view drawing of Mars with the 'Naval Air Transport Service'.

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30 overseas).

#143 (146 pages) "Curtiss Pushers: Pt. I" 12 pages 5 photos of 'Aeronautic Society' machine. "Burgess Pt XIV" 7 pages including 3 photos of Burgess-built Curtiss N-9; this is the final installment of this series and includes a summary. "Hubner" 8 pages including 14 photos and a 2-page scale drawing of a 1912 German monoplane. "Thoughts on German World War One Engines" 4 pages including 15 photos and drawings. "Engines: Siddeley Puma" 2 pages with 6 photos and drawings. "Vedrine-As-toux Triplane" 2 pages including 6 photos. "De Bruyere C.1" 2 pages including 8 photos of unique 1917 biplane with propeller at the tail. "Breda-Tebaldi-Zari" 6 pages including 5 3-view drawings of unique 'wheel-in wing' biplane series. "Drawings" Staaken R.VI, Otto Tweedekker 1913, Liore Eendekker, Thomas Seaplane, Sloane Tweedekker 1911, Schutte-Lanz D-VI & D-VII, and Blackburn GP Seaplane.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30.00 overseas).

#29 (84 pages) "Messerschmitt Bf 109B-1" 16 pages including 31 photos (mostly details). "Sikorsky S-42" 6 pages including 6 photos and 3-view drawing. "Jose Falco San Martin and the Catalan Campaign" 16 pages including 11 photos, one map, and 2 pages of scale drawings of the I-15. "The Flying Dutchmen" 12 pages including 12 photos. "Reconstruction of the Gee Bee R-1" 3 pages including 2 photos. "technical Description of the Towle Amphibian" 3 pages including 5 photos. "Irwin Meteorplane" 2 pages including 5 photos. "Crosby CR-4" 2 pages including 5 photos and scale 3-view drawing. "Boeing 95 History" 4 pages including 7 photos.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others).

85 (16 pages) "DML 1/72 Heinkel He 219A-0" 4 pages on modeling including 2 side-view drawings. "The Convair XFY-1 Pogo" 5 pages including 8 great photos (including interesting ground handling equipment) and kit review. "Aircraft of the Aces: Neel Kearby's Thunderbolt" 2 pages including 2 side-view drawings and list of "Major US Fighter Scores" by theater.

AMERICA VUELA

#6 March-April 1993: Article on the equipment of the Mexican Air Force and the Mexican Naval aviation with listing of aircraft by decades; includes photos of F-5E, Serie A, Farman F-50, Avro "Anahuac", Douglas O-2, Morane-Saulnier MS.35, Vought Corsairs, P-47, AT-11, IAI Arava, Lasa-60, Bell 212, C-130, Grumman J2F-6 Duck, Tonatihu, etc. Article on the 401 Defense Sqdn. with photo of a F-5F (color) and a Ansaldo Balilla A.1 of 1923. Article on the history of the Mexican Air Force insignia. Article on the first fighter designed and built in Mexico: the TNCA Serie C Microplano Veloz. An article on the Exotic types of aircraft reported to have been reported in FAM service, like the Spartan 8W Zeus, which were never used.

#7 April-May 1993: Extensive article on the North American AT-6/T-6 Texan trainer in Mexican A.F. including color photos of one of the two Texans operated in civilian use in Mexico; photos of Texans EAN-717, EAN-743, EAN-795, EAN-803?, EAN-711, EAN-709, EAN-718, and color shot of XB-EOD; and 4 color side views (EAN-739, EAN-706, EAN-784, and EAN-796).

#8 June 1993: Article on the Barcenas B-01, a Mexican-built and designed air crop duster built in Uruapan, Michoacan, of which 9 were built including a color side drawing of the prototype, five color photos, a 3-view drawing, and technical informa-

tion. Article on the Mexican aviator Col. P.A. Pablo L. Sidar including 5 photos (one of the Emsco B-3 "Morelos" in which he lost his life in 1930 and one of the Douglas O-2M "Ejercito Mexicano."

#9 July 1993: Article on the present status of the Mexican naval aviation with color photos of MBB BO105 helicopter, Maule MX-7-180, CASA C212, and b&w photos of Grumman Hu-16, PBV Catalinas, Beech T-34, and 2 color side views (CASA C-212-200 Aviocar MP-411 and MBB BO-105 CB-4 HMR-253). Article on the operational use of the Ryan STM monoplanes trainers at the Mexican aviation school; illustrated with 8 b&w photos.

#10 August 1993: Only item of interest is an article on the last flight of Capt. Emilio Carranza including 2 photos and a side-color view of the Ryan-Brougham B.1 Special "Mexico-Excelsior". A color side-view drawing of Ryan STM No.4 of the Mexican Air Force.

#11 September-October 1993: Article on the San Diego Aerospace Museum, San Diego, CA. including 5 photos and a listing of aircraft on display. Articles on the Eurocopter Helicopters in Mexico and the Embraer EMB 120 Brasilia.

#12 November 1993: Special issue dedicated to the 201st Mexican Fighter Squadron of the Mexican Expeditionary Air Force that fought in the Liberation of the Philippines in 1945. Extensive article on

the history of the 201 in the USA and later in the P.I. with a color painting for cover and start of article including 21 photos of aircraft and personnel and 6 color side-view drawings of the different subtypes of P-47D used in the USA for training and in combat operations. One article on the history of the P-47 Thunderbolt with 2 pictures of Mexican P-47's and a color 3-view drawing of Republic P-47D-30-RA Thunderbolt No.18 44-33721 that flew in the P.I. in 1945.

#13 December 1993/January 1994: This issue contains a chronology of Mexican aviation from 1795 to 1993 covering not only military but civilian aviation as well including a number of b&w and color photos of Serie A biplanes, Serie H parasol, DH-4B, Stinson Detroiters, Avro 504, Vought V-99M, QED Grandville Brothers "Conquistador del Cielo", DC-3 XA-DUG, DH Comet, Douglas DC-10, Boeing 727 of Mexicana, and F-5E FAM, and Boeing 757 airliner.

For information on prices on individual back issues or a subscription to AMERICA VUELA, contact Sr. Hector Davila Cornejo, Tepeji 73-A, Colonia Roma Sur, Mexico D.F. C.P. 06760, Mexico. Tel. 564-99-31 or FAX 564-82-17.

Santiago A. Flores (SAFCH *), P.O. Box 430910, San Ysidro, CA 92143-0910, USA.

[Editor's note: Single copies of issues #7 and #8 are available through the SAFCH Sales Service.]

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"I am seeking information (drawings or photos) of the Hawker Horsley in the Greek WWII service. I also need similar information on the Junkers G.24 in Greek military service during the same period. I also need information on the interior details of the Bulgarian DAR-10, as well as painting information for the DAR-10a prototype which seems to have had its cowling painted in at least two colors. I also need following kits: Donryu/Hellen from Heller, Sally, Toryu/Nick, and Ginga/Francis from Revell." Marko Soletic (SAFCH #1274), Vojnoviceva 22, 41 000 Zagreb, Croatia.

"I would like to get in touch with anyone interested in the Boeing KC-135 Stratotanker-family and military- and government-operated Boeing 707 to 767. Wanted are photos and information about these planes."

Martin Bach (SAFCH #1275), Theodor-Sturm-Str. 16, D81245 Munchen, Germany.

"As part of my continuing research into the Skyvan, I looking for a copy of the June/July 1980 issue of the Latin America magazine REVISTA AEREA. Some years ago, I was sent photocopies of the title page of this issue and the page with a photo of a Skyvan in service with the Ecuadorian Army. The quality of the copy was not very good, so I wrote to the editorial office in an attempt to purchase this issue. Apparently, this office is closed because my letters were returned. Do any of our readers know if this magazine is still in production, and if so, what is their present address? Better yet, if anyone could provide me with a copy of this issue, I would be quite willing to sponsor their SAFO subscription." Charles Cooke (SAFCH #731), Unit 2, 52 Galvan Ave., Pakuranga, Auckland, New Zealand.

[Editor's note: If anyone can provide Charles with photos or slides of the Ecuadorian Skyvan, I'm sure that it would more useful to him than the magazine.]

"I am searching for information on the Caproni Ca-100 in Portuguese Air Force service. Do we have any Portuguese members who might be able to help?"

Calsyn Frans (SAFCH #854), Oude Staatsbaan 21, B-9991 Maldegem-Adegem, Belgium.

[Editor's Note: We don't have any Portuguese members, but perhaps one of our Italian or Spanish members might be able to help.]

DOLLAR SALE: magazines, \$1.00; soft-cover books, \$5.00; and hard-bound books, \$10.00. All publication relate to aircraft. Send \$1.00 for a listing - will count for your first order.

Bert Leake (SAFCH #665), 4291 Larchwood Place, Riverside, CA 92506, USA.

BOOKS WANTED: "A Magyar Kiralyi", G. Sarahidai and Lazlo Winkler, Edited by Zrinyi Kiado. "Brazilian Directory" edited by IPMS Brazil. "Of Struggle and Flight" by Karlis Irbitis. "Aviacao Militar Brasileira 1916-1984" by Francisco Pereira Netto.

Jean Paul Castella (SAFCH #575), 159 rue de Crimee, 13003 Marseille, France.

"I would like to hear from anyone with photos and information pertaining to the Lockheed P-2 Neptune and the Kaman H-43 Huskie helicopter for books covering the aircraft histories. All material will be carefully handled, copies, promptly returned, and fully credited. Contributors will receive a complimentary copy of the books upon publication."

Wayne Mutza (SAFCH #1345), 2400 W. Henry Ave., Milwaukee, WI 53221-4924, USA.

"I would like to correspond with anyone having information concerning: (1) Four-digit fuselage numbers (trupove císlo) for Czechoslovak Il-28s (B-228) during the period 1958-1962. (2) Polish

Mustang markings during the V-1 assault on Great Britain. (3) Polish Hurricane markings (serial number and squadron code letter) during the Battle of Britain. (4) DC-2/DC-3 markings for LOT and Ceskoslovenska Letecká Společnost airlines." Stas Sadowski (SAFCH #363), 2325 Darius Lane, Reston, VA 22071, USA.

"I am currently building a series of 1/72-scale superdetailed models of Combat and production military gliders of WWII. Any information, especially interior, on the following would be greatly appreciated: Kokusai Ku-8 (Japan), Yak-14 (Soviet & Czech), and Ambrosini AL-12P (Italy). Also, I would appreciate hearing from anyone with information on combat gliders in unusual theaters, e.g. India & Burma."

Jack Gartner (SAFCH #1289), 707 28th Ave. N, St. Petersburg, FL 33704, USA.

"I am working on a book about the Lockheed T-33A which has been used worldwide. So far, I've gathered photos of this aircraft from many countries, but some countries are still missing. These are: Saudi Arabia, South Korea, Ethiopia, Cuba, Yugoslavia, Honduras, Nicaragua, Indonesia, Brazil, and Burma. Any help your readers can give would be much appreciated." Jean Francois Forestier, 14 rue du Faubourg de Pierre, 67000 Strasbourg, France.

"I am lacking in information on some of the more obscure air forces, like the colour schemes applied to Soviet-supplied equipment in Libya, Syria, and Algeria. If you can assist me with information on the colour scheme worn by Iranian Mig 29's would also be of great benefit."

Tim Francis, 11/201 Lennox St., Richmond, Victoria 3121, Australia.

AIRCRAFT OF THE YUGOSLAV AIR FORCE 1939-1941

Part 1: Non-Combat Types

Boris Kolka

Introduction

In April 1941, when the Royal Yugoslav Air Force (Jugoslovensko Kraljevsko Ratno Vazduhoplovstvo - JKRV) rose in battle to meet the Luftwaffe and Regia Aeronautica, many different types of aircraft were in service. The fighter units were equipped with modern Hawker Hurricanes and Messerschmitt Bf-109s, as well as obsolescent types of both foreign design (Hawker Fury) and indigenous design (Ik-2 and IK-3). The bomber units flew mainly Blenheims, Do-17s, and SM-79s. Other RYAF combat units used types such as Caproni Ca-310bis, Do-22Kj, Breguet XIXs, and many others including many domestic products (PVT, SIM-XIV-H, etc.). Second-line units (pilot schools, ambulance, training, and liaison squadron) used a great variety of types, reflecting the confusion that reigned in the country immediately before the war. For training the RYAF used mostly indigenous designs like Fizir's FN, FP-2, and PVT. However, some imported types saw service with training units, the most important being Bucker's Bu-131 Jungmann. A number of other indigenous types designed by S. Milueinovic were built by Rogozarski. This firm built many of the types used by second-line units including an ambulance version of the Polish RWD-13 and some RWD-8s, of which very little is known. There were some ex-civil airliners used by the two RYAF transport squadrons, including 5 Lockheed Electra and two Spartan Cruisers.

Camouflage and Markings

The standard pre-war camouflage pattern for RYAF aircraft consisted of three-tone upper surfaces and light grey lower surfaces. These colors were tan (FS 30219), dark green (FS 34097), and chocolate brown (FS 30045) on the upper surfaces and light grey (FS 34097) on the lower surfaces. Most of the aircraft flown by Army Air Force and various second-line units were olive drab overall. This color appears to have varied from one aircraft to another, but when well worn it looked like a pale green (FS 34227). Aircraft flown by Navy were mostly light grey-green overall. Although this color was not always the same on all types depending on if it was a prototype or a series aircraft or an imported or domestic aircraft), but the color looks very pale on most aircraft and could be described as FS 36375 with a touch of pale green. The imported aircraft frequently sported other camouflage schemes in different colors. For example, the Bf-109s and Fi-156s were painted in Germany with RLM 70 black-green (FS 24052) on the upper surfaces and RLM 65 light blue (FS 25414) on the undersides. Hurricanes and Blenheims imported from the UK were painted in the standard RAF scheme of dark green/dark earth (FS34096/FS 30118) upper surfaces and light grey (FS 36092) undersides. Not much is known about colors and markings of the transport aircraft, but it is known that the two Fokker F-39s that served with the transport group were painted in standard RYAF camouflage colors.

Yugoslav National Insignia

The drawing shows the standard RYAF insignia used before WWII. The cross is white outlined in dark blue (FS

24053), the inner disc is blue (FS 25090), the middle one white, and the outer one red (FS 31302). These are also the colors of the national flag carried on the rudder of almost all RYAF aircraft. The roundels were placed only on the wings; non-combat types usually carried roundels in four wing positions, but combat planes carried them in only two positions - on the upper surface of the port wing and on the lower surface of the starboard wing. The dimensions of the roundels ranged from A type which were 60 cm in diameter to E type with a diameter of 260 cm, but on auxiliary types the most common roundel was the B type with a diameter of from 110 to 120 cm.

Representative Second-Line Aircraft

Figure 1 shows a Bucker Bu-131 in RYAF service. The exact number of Jungmann imported is not known, although it is thought to be 80 or more. The majority of these aircraft came in kits that were assembled at the Utva factory. About 10 BUCKERS were used by the liaison squadrons (alongside some 15 out of approximately 20 imported Fi-156s and a few Bf-108 Taifuns), but most of the Bucker were used at the pilot schools. Aircraft '417' was used in such a school near Pancevo. All of the Bu-131s serving there were marked in this manner; 3-digit black numbers on the sides of the fuselage with the last two digits repeated in white on a black rectangle on both sides of the engine cowling. It is not known if these marking were changed when a new system for designating military aircraft was introduced just before the war. Training and other auxiliary type were supposed to get new numbers, beginning with 1000. Elsewhere, the BUCKERS had different markings; for example, a one-digit number on the fuselage side. It appears that all BUCKERS were light grey with red, white, and blue rudder stripes and national insignia in four wing positions. The Bucker Jungmann inscriptions carried on the fin is shown in Fig. d.

Figure 2 shows a Rogozarski SIM-XII-H training floatplane. First flown in 1938, only five saw service with Navy. The powerplant was a 190-hp Walter Major 6 driving a two-bladed wooden propeller. Empty weight was 635 kg and its top speed was 212 kph. These monoplanes carried numbers '31' to '35'. These numbers were black and as was the manufacturer's emblem on the fin (Fig. a). Aircraft '33' was in use at the Navy school at Divulje. No. '31' and '32' also served there, with '31' being lost in an accident in 1940. Aircraft '34' and '35' served with 11. (Navy) Squadron and the latter was also lost in an accident in 1940, thus raising questions about the suitability of the type for training purposes. Four planes from the second batch were completed at Divulje, but they were waiting for floats when the war came. At least one SIM-XII-H was captured by the Italians.

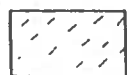
The Messerschmitt Bf-109 Taifun (Fig. 3) is another interesting type used by the RYAF. Deliveries began in 1939, and it is not known exactly how many were delivered, but the most likely figure is 12 (plus one on the civil register). Two Taifuns were used by the training squadrons, two in pilot schools, six (or 7) with liaison units, and the remaining were allocated to fighter regiments for communication/liaison duties. Aircraft 'S-10' was used at the pilot school near Kraljevo. It has standard pre-war

three-tone camouflage with light grey undersides. National insignia are on the upper surface of the port wing and the lower surface of the starboard wing, but no national flag was carried on the tail. The serial 'S-10' is black and the number '1' on the cowling is white. The forward face of the propeller was light grey, the rear face black. The spinner was chocolate brown and the cockpit frames were aluminum. The Taifuns came from Messerschmitt in a factory-applied blue-grey overall finish, but they were later overpainted in black-green (RLM 70) upper surface and light blue (RLM 65) undersides. When thus painted, they carried the national insignia in all four positions on the wings, but no flag was carried on the rudder. The style of the codes on the fuselage varied: some aircraft had 3-digit white numbers, some had combinations of a black letter and white or black one- or two-digit numbers. It is certain that all Taifuns did not get the newly-adopted camouflage before the war. Taifun operations during the April war are still unclear, but it seems that eight were used, three or four being destroyed on the ground. Survivors were taken over by the Luftwaffe, and at least one was captured by the Italians. The Rogozarski SIM-X was another trainer built by Rogozarski (Fig. 4). A Walter NZR engine of 120 hp drove a wooden propeller giving it a top speed of 202 kph. The empty weight was 543 kg. After one prototype and four aircraft were built for civilian flying clubs, 21 more were built for military use. These were numbered '1' to '21', these were later changed to '301' to '321', but there were exceptions. Aircraft '119' shown here was one of the exceptions. All SIM-Xs were olive drab overall with standard national insignia on the wings in four positions. The white Cyrillic letter (Fig. b) was, positioned on the lower part of the blue field on the rudder. The

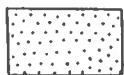
manufacturer's sign on the fin was white (Fig. a). It is not known with which unit '119' served, but the majority of SIM-Xs served with the First pilots school at Pancevo airfield, with the remaining aircraft being attached to various training squadrons (601 Sqn had two, 603 Sqn one, etc.). One SIM-X survived the April war and entered service with the Croatian AF. It was destroyed by partisans in 1943.

The Rogozarski R-100 (Fig. 5) was also built by Rogozarski. It was a single-seat variant of the PVT, using the same Gnome-Rhone K-7 engine giving 420 hp and driving a two-bladed wooden propeller. The R-100 could attain 251 kph and the empty weight was 1024 kg. While the first batch of 15 R-100s had no armament, 10 aircraft from the second batch were armed with one Darne 7.7-mm machine gun in the upper front cowling on the port side. The first R-100 entered service during the summer of 1939, and all 26 (including the prototype) were delivered before the war. All were in standard olive drab overall with white numbers on the side of the fuselage ('1' to '26', later changed to '701' to '726'). Some R-100 had small black numbers on the vertical fin ('1' to '26'). The Cyrillic inscription on the lower part of the blue field on the rudder was white (Fig. c). Shown on the drawing is the prototype as it appeared upon its roll out. All production R-100s were identical, with national insignia in all four positions and national flag on the rudder. Eleven of these fighter-trainers survived the April war and saw limited use by the Croatian Air Force.

Boris Kolka (SAFCH #1214), Vocarska 39, 41000 Zagreb, Croatia.



WHITE



BLUE



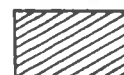
RED



BLACK



TAN



DARK GREEN



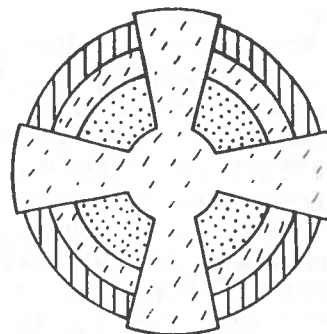
CHOCOLATE BROWN



b. *CHM X*

c. *P - 100*

d. *Bücker
Jungmann*



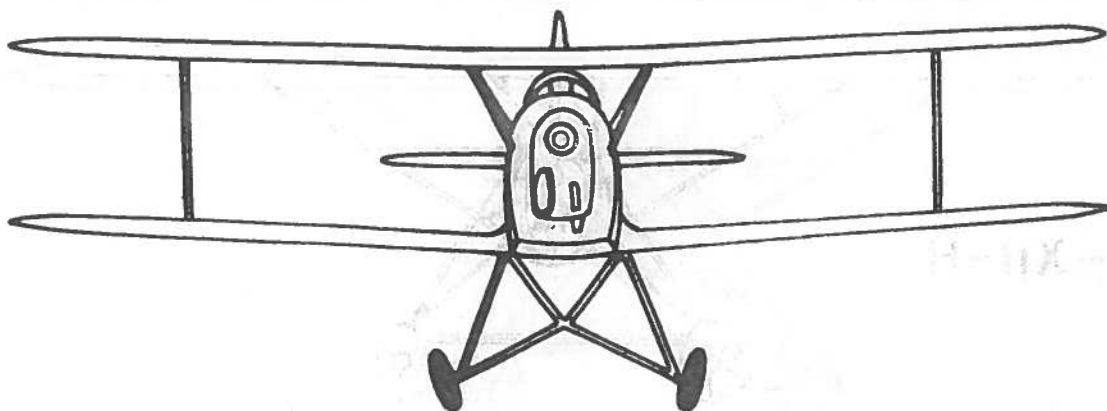
NOTES :

1 *Bü 131 is pale grey overall*

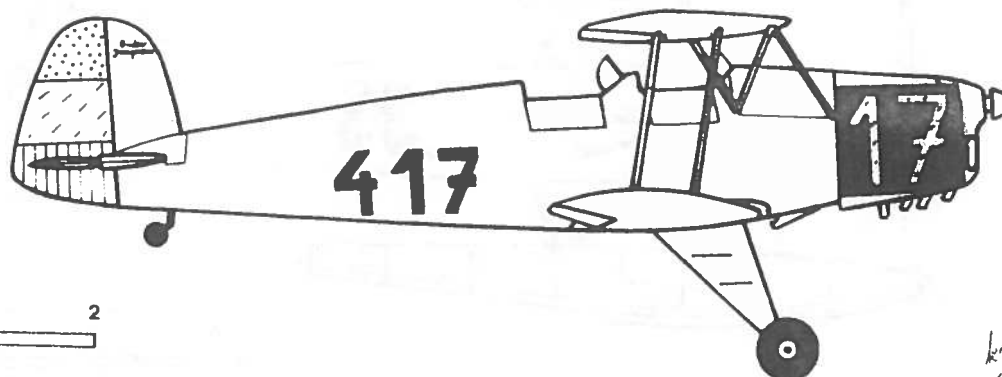
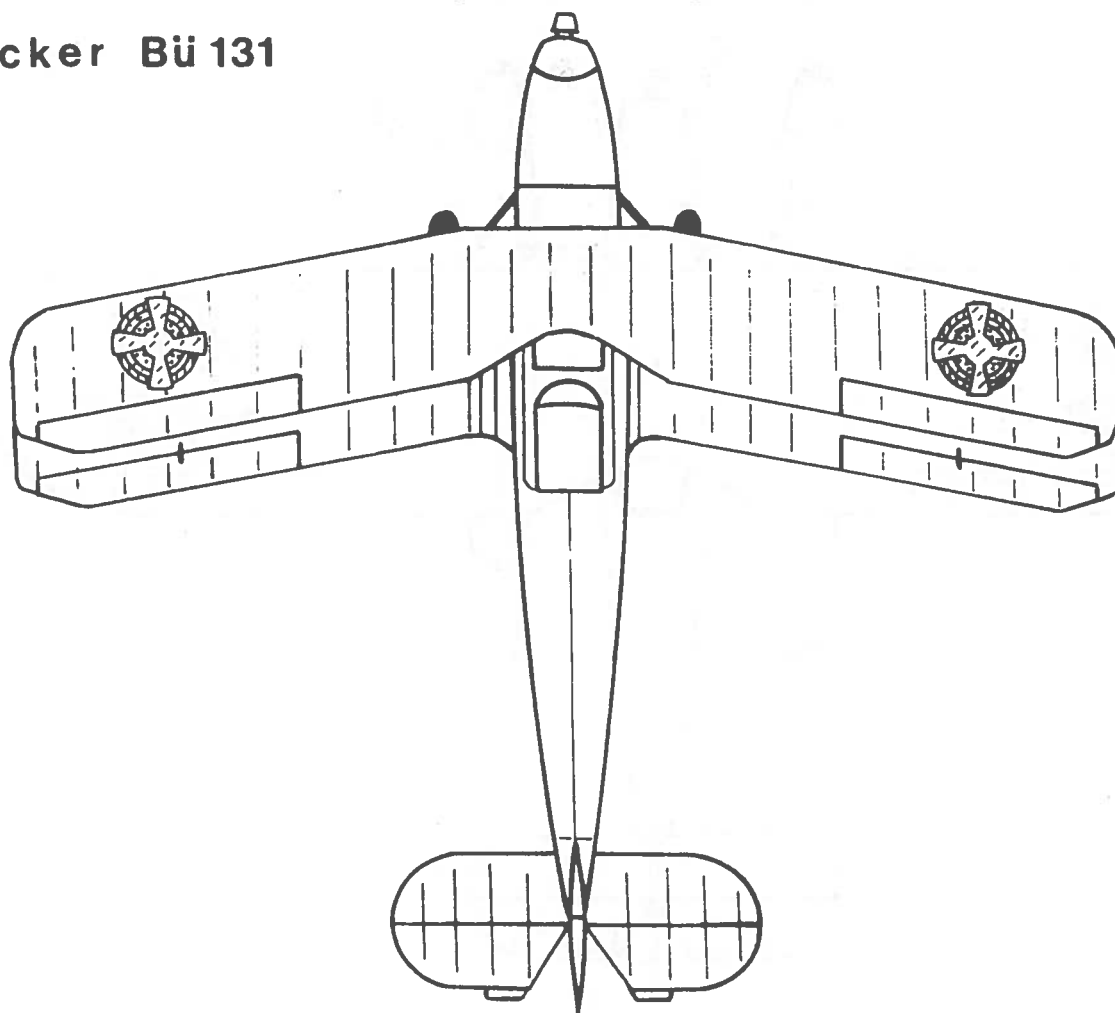
2 *SIM-X/H is grey green overall*

3 *Bf 108 has light grey undersides*

4,5 *SIM-X and R-100 are olive green overall*

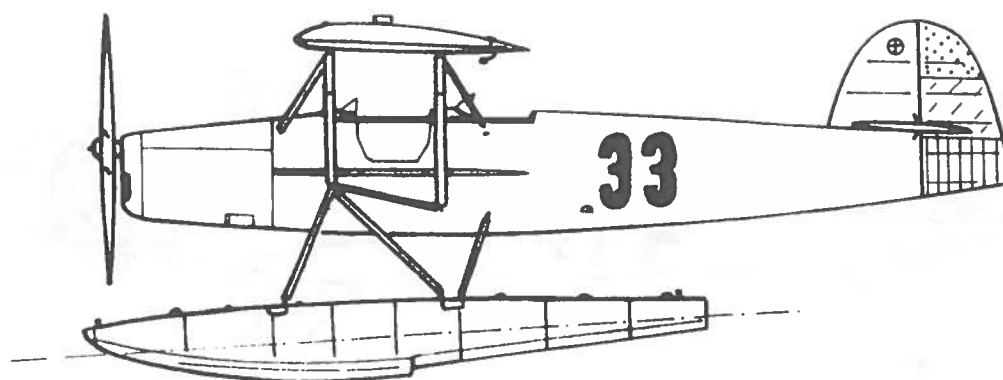
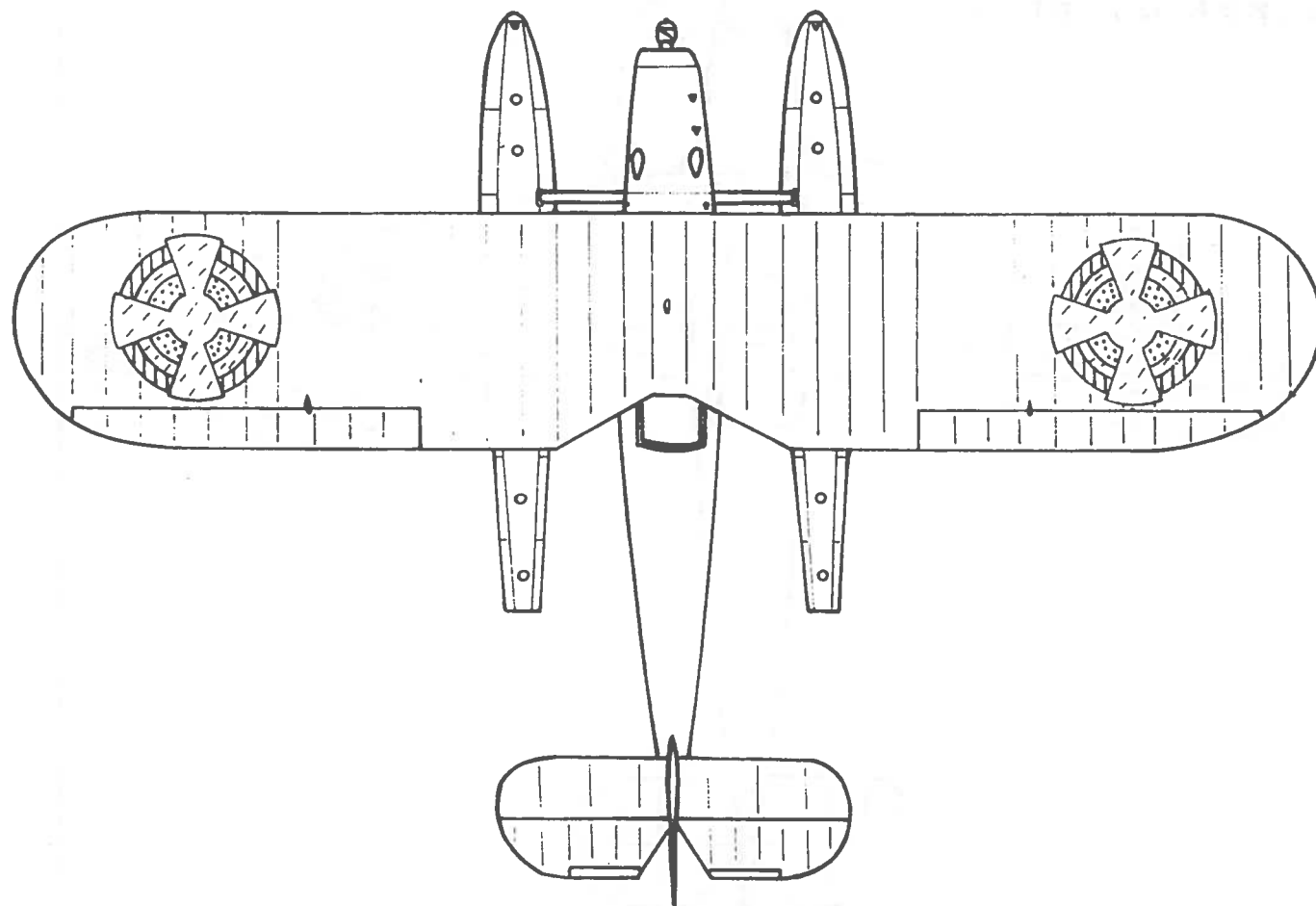
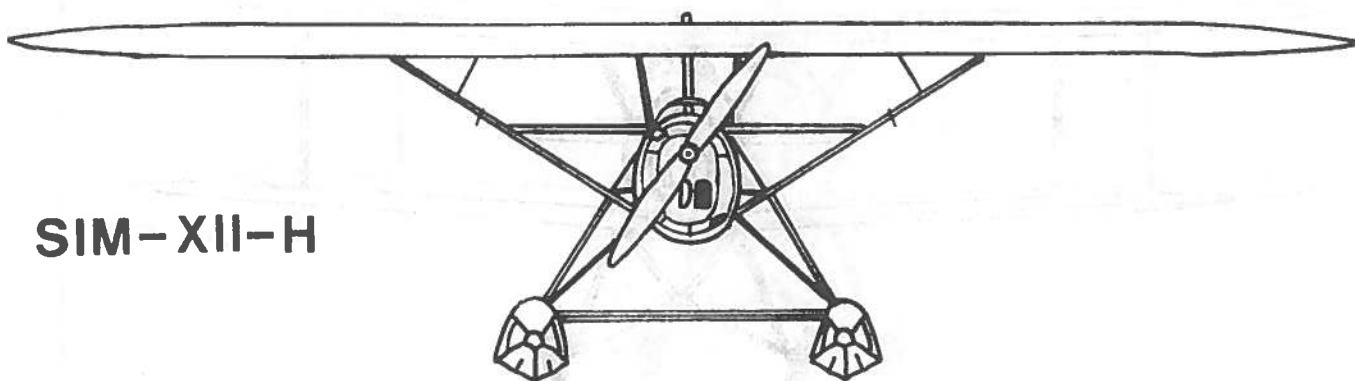


Bücker Bü 131



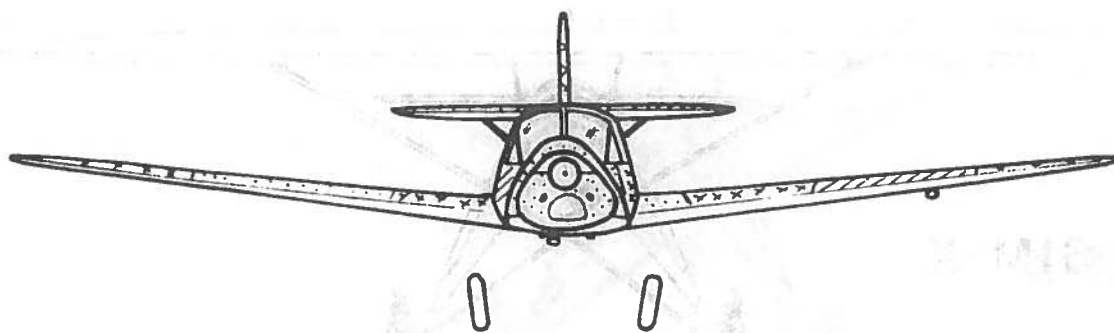
Klaus 3/1

SIM-XII-H

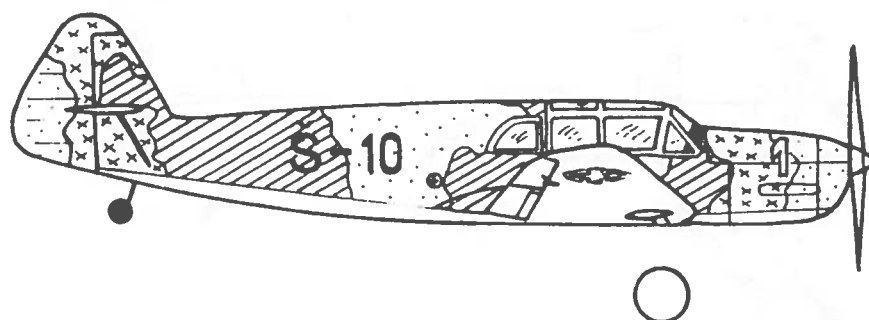
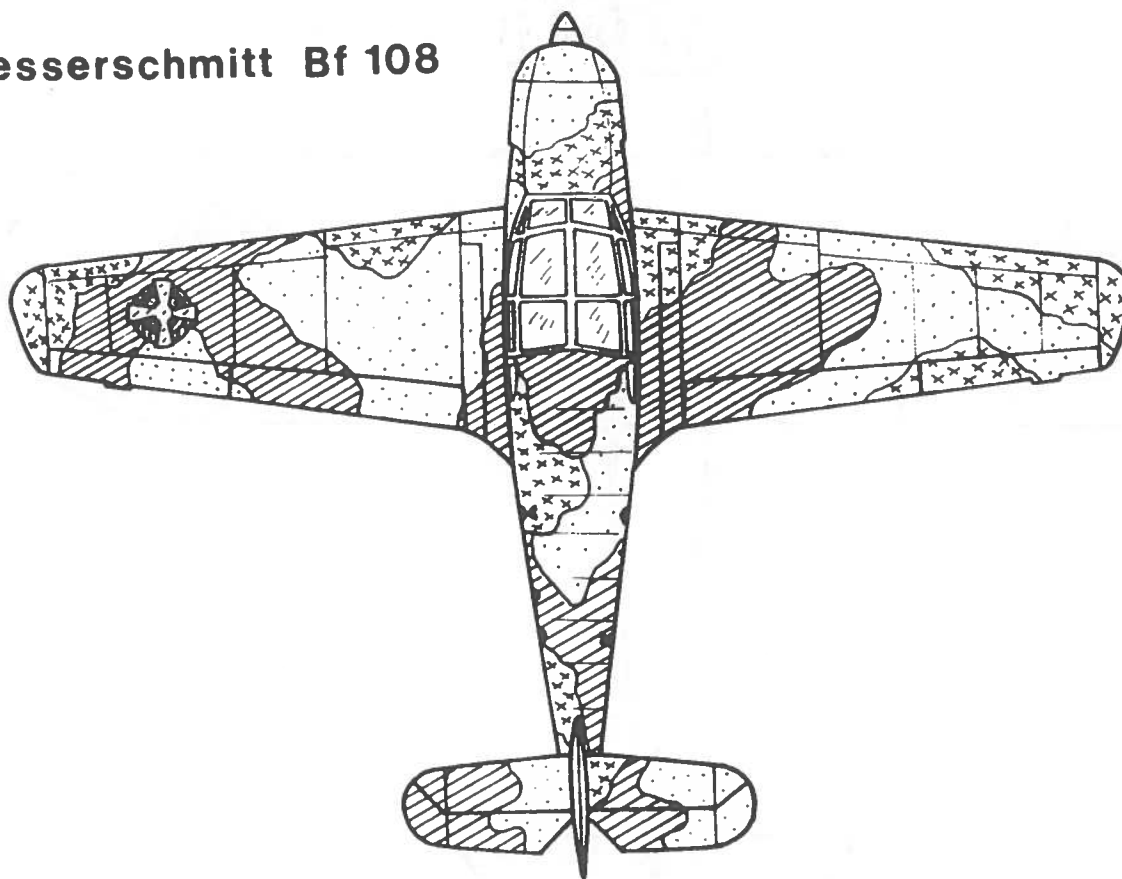


Kotka 92



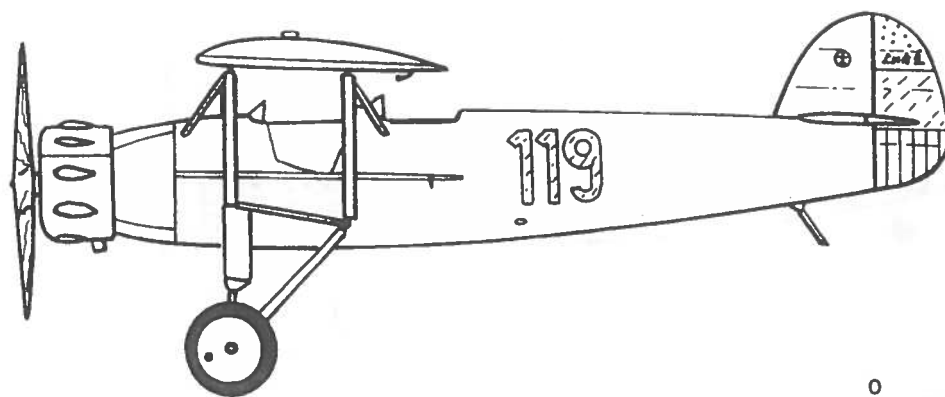
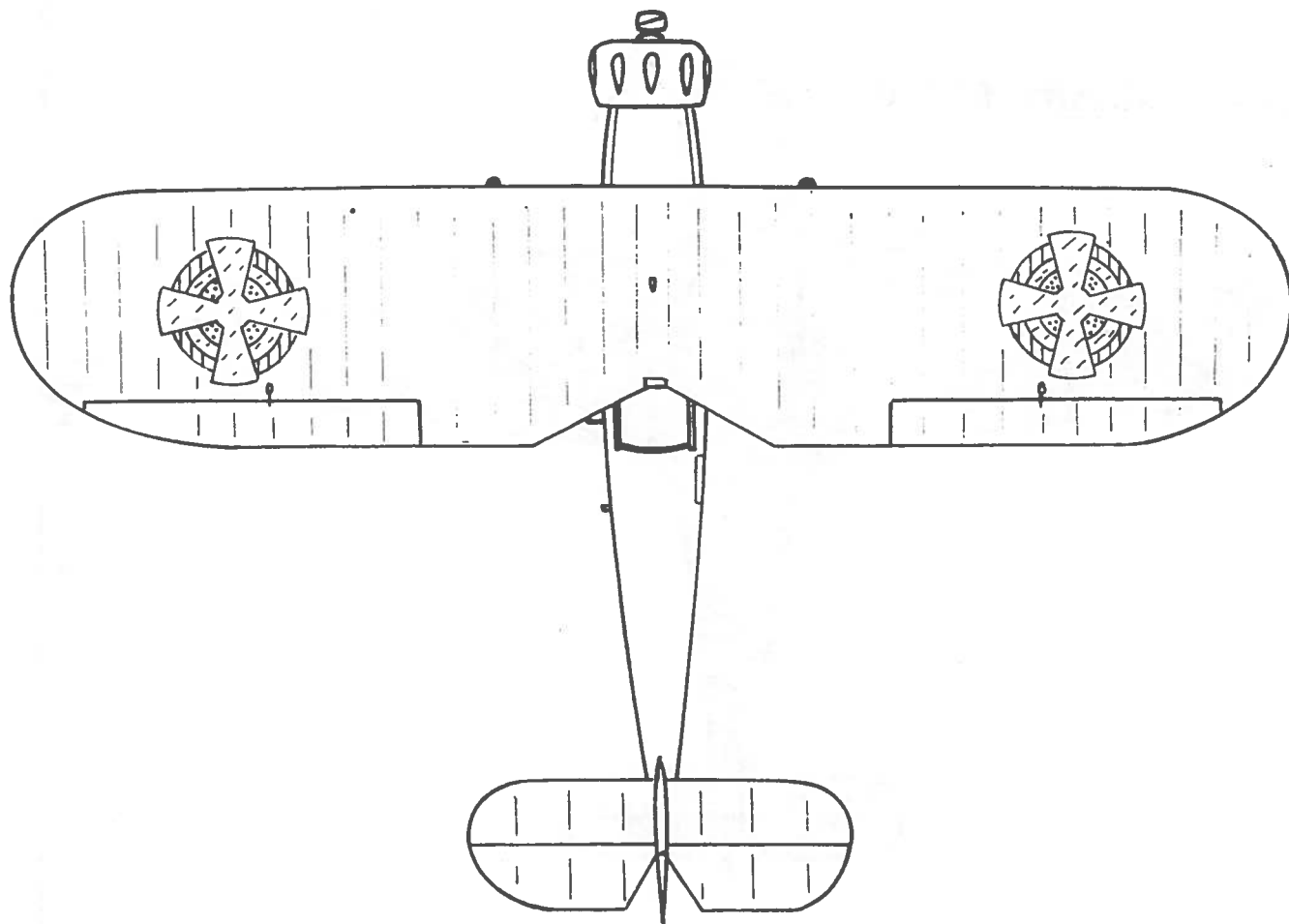
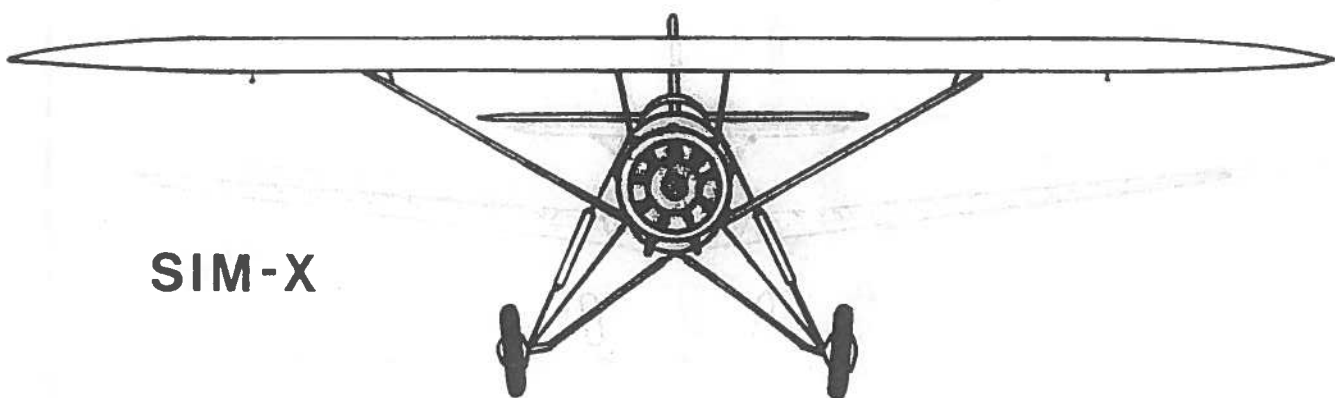


Messerschmitt Bf 108



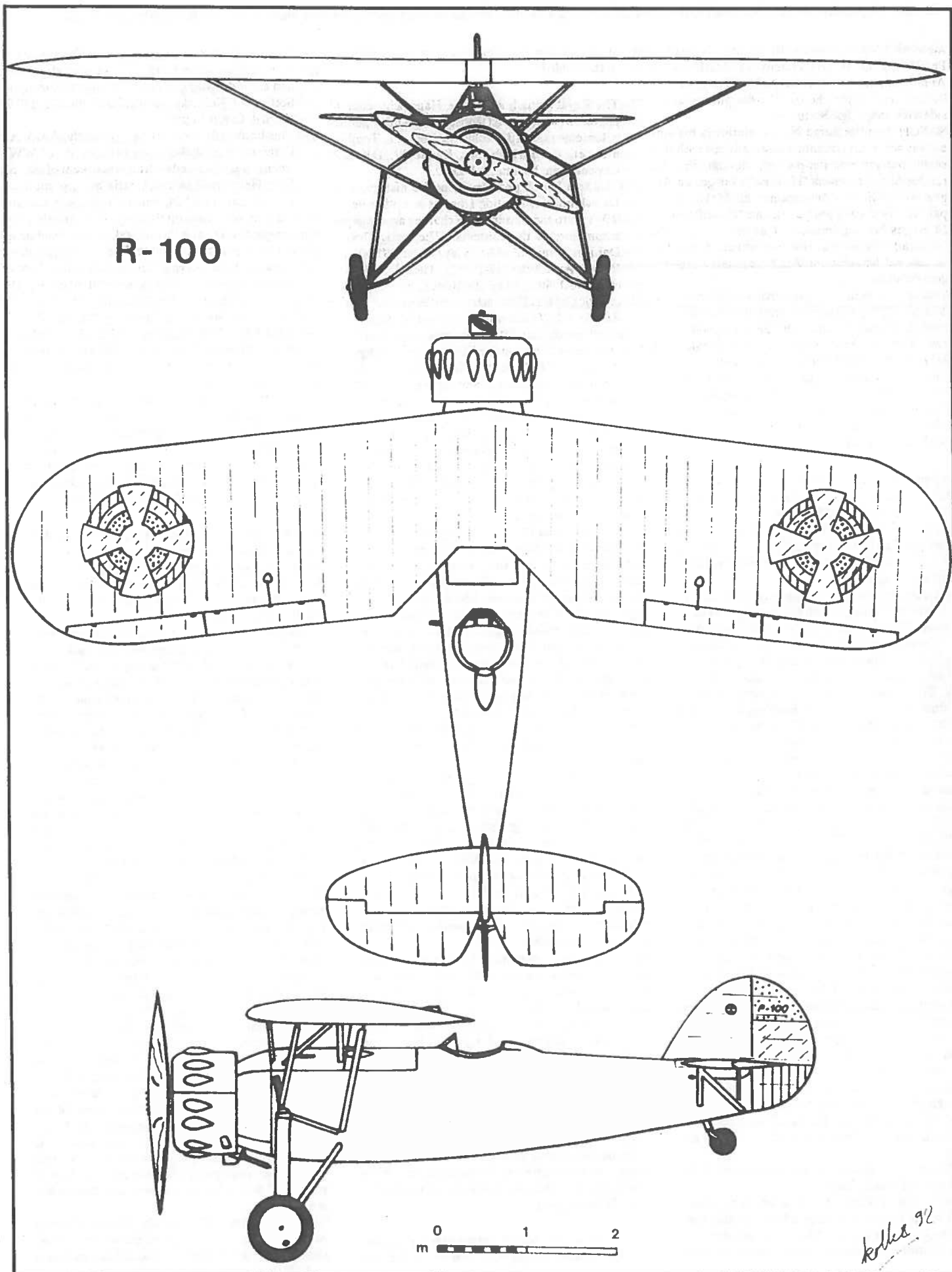
Kallis 92.

SIM-X



kolka 32





Aerospaziale SA-316 Alouette III, Jorge F. Nunez Padin. Museo de la Aviacion Naval Instituto Aeronaval, Serie Aeronaval No. 6. 28 pages 16 cm by 22.5 cm. 5 color photos, 21 b&w photos, and 4 side-view drawings. Softbound.

SAFCH member Jorge Nunez continues his ambitious series on Argentine naval aircraft with this small, but information-packed, monograph. The text, in Spanish, covers "Historia" (6 pages on Argentine service), "Operaciones en Malvinas" (3 pages), "Tecnica" (one page), and "Identificacion" (2 pages listing individual aircraft). A table "Unidades Navales que Embarcaron SA-316 Alouettes" list all ships which have operated Argentine Alouettes.

This series continues to improve with each issues. The use of a high-quality, glossy paper allows excellent reproduction of both the b&w and color photos. (The covers of this issue are so glossy it keeps sliding off my lap.) The side-view drawings are well done and selected to illustrate the variety of color schemes carried by Argentine Alouettes. This monograph, as all previous ones in this series, is highly recommended and is available from the SAFCH Sales Service.

Lentajan Nakakulma 2 (Pilot's Viewpoint Vol. II), by Jukka Raunio; Forssan Kirjapaino OY 1993 (ISBN 951-96866-0-6), 255 pages.

This book is devoted to Finnish acquisition of foreign fighter aircraft during the 1938-44 period (and thus complements the previous volume describing indigenous

fighter development over the same period). In one sense, it is frustrating as hell, because the text is, of course, in Finnish - and there's a lot I'd love to be able to read here! There is a 34 page English summary by Pentti Manninen, which helps a great deal, but I still can hope for an English edition of the full work. This book covers the major foreign aircraft in Finnish service: the Bristol Bulldog, the Fokker D XXI, the Gladiator, Fiat G 50, MS 406, Hurricane, Brewster 239, Curtiss 75A and Messerschmitt Bf-109. Each aircraft section includes technical details and a number of fresh photos and technical drawings, as well as scale plans. While the photos and drawings are nowhere near as extensive as in the fabled Tietoteos books, there's still some worthwhile stuff here. The other ingredient, and to me the more fascinating, is a dissertation on the political and military considerations at work in Finnish military aviation planning during this period. From the English summary you can glean: Hermann Goering's influence in urging the Finns to adopt "heavy fighters" (but would the Germans release any Bf-110's?); the "almost" purchases by Finland of the Heinkel He-112 and Fokker T-VIII; the offer, by Germany, of thirty-odd captured MiG-3's (but the lot was wiped out in an air-raid before delivery was possible. While technical gen is always welcome, this book goes into the less traveled realm of exploring why things happened the way they did...and that's a valuable commodity in the study of small air forces! The book is available through Pentti Manninen, Makelankatu 5 B 10, 00550 Helsinki, Finland, for \$46.00 including surface mail (the truly fanatic can add \$7.00 for air mail).

Jim Maas (SAFCH 411), 7 Lexington Court, Clifton Park, NY 12065, USA.

[Editor's note: I think a lot of us would be interested in an English-language edition of this fascinating book. So way not take a few minutes and write a letter to Pentti expressing interest in such

an edition. I'm sure Pennti will pass your comments to the publisher.]

The Royal Danish Air Force, Hans Schroeder. 68 pages, 22 cm by 17 cm (landscape). 64 b&w photos, color covers, map, tables. Softbound. Toejhus-museet, Frederiksholms Kanal 29, DK-1220 Copenhagen, Denmark. Dkr 50.

This small book provides a concise history of the Danish military aviation from its inception before WWI up to the present. The chapter headings give a summary of the contents: "The Early Days of Danish Aviation", "Army Aviation 1912-1940", "Naval Aviation 1912-1940", "The German Occupation 1940-1945", "The Rebuilding of Military Aviation", "The Establishment of the Royal Danish Air Force", "Organization", "Fighter and Fighter Bomber Squadrons", "The Transport Squadron", "The Search and Rescue Squadron", "Short Range Air Defence", "The Surface-to-Surface Missile Group", "The Control and Reporting Systems", "Tasks versus Equipment", "Aircraft Armament", and "Rockets and Missiles". The Danes must be complimented on the text, which is in perfect English without any of the awkwardness that makes most translations from other languages so "quaint". As the chapter titles indicate, this book is about more than just airplanes. An insight, new to this reviewer, is how poorly suited to Danish requirements where most of the aircraft provided under the Military Assistance Program. Selected for special condemnation are the Sabre Dog which was "designed for the defence of continental American against long range bombers, and not for dogfighting with highly manoeuvrable fighter bombers" and the Starfighter which "required very accurate control from ground based radar stations, and the vulnerability of these stations could therefore very well prove critical in case of war". With the purchase of F-16s, "At last the Danish Air Force has slipped out of the embrace of the American Assistance Program, and although the number of aircraft has decreased, the weapons now reflect the tasks."

Aircraft, however, are not neglected. The photos are all of aircraft (not of high-ranking personnel as with so many air force "histories") and they are very well reproduced on high-quality paper. The color photo on the cover of a Draken being rearmed is particularly interesting and should be the inspiration for an exciting diorama. There is also a 12-page table listing all aircraft in Danish military service which includes columns for type, name, crew, role, manufacturer, engine, service period, armament, total, and units/bases.

Since any good review must include at least one nitpick, let me mount my usual soapbox to lament the use of inadequate maps. This book does contain a map, but it labels only the Danish Air Stations. The text is full of geographical references to cities, islands, and regions that I could find if I had an atlas open while reading the book, but a more detailed map would be convenient.

The Royal Danish Arsenal Museum should complemented for producing an excellent book that is highly recommend to all enthusiasts of the small air forces. [Editor's note: I've purchased a number of these books directly from Denmark to take advantage of discount rates. These books are available to SAFO readers at this bargain price. See the SAFCH Sales List.]

Ceskoslovenske Letectvo 1918-1924, Jiri Rajlich and Jiri Sehnal. 60 pages, 21 cm by 30 cm. 132

photos, 24 color side-view drawings, 2 color 3-view drawings, tables, reproduction of period posters, and color drawings of uniforms and rank insignia. Softbound. Kolinske Noviny, Zabradsni 278, 280 00 Kolin 4, Czech Republic.

This book tells the story of the Czechoslovak Air Force from its establishment at the end of WWI, when it was equipped with an assortment of aircraft from Germany, France, Austria-hungary, and Russia, up through 1924, when Czech-designed and built aircraft made up the majority of the first-line equipment. During this period, the national insignia changed from a white/blue/red (white inner most) roundel to a rectangular Czech flag. A list of the color side-view drawings will illustrate the variety of aircraft used: Albatros (Oef) D-II, LFV Roland D-VIb, Hansa Brandenburg C-I, Phoenix C-I, Spad VII & XIII, Breguet XIV, Salmson 2A2, Voisin 10, Nieuport 17, Letov S-2, Smolik S-4, Avia B-3, Aero A-18, Smolik S-10, Aero Ac-10, Aero A-26, and Hansa Brandenburg airliner.

The photos are well reproduced on glossy paper and the color drawings are outstanding. The text is in Czech which will probably be undecipherable to most SAFO readers, but the photos and drawings make the book a "must" for anyone interested in early military aviation in Eastern Europe. One copy is available from the SAFCH Sales Service.

MiG-15: Design, Development, and Korean War Combat History, Yefim Gordon & Vladimir Rigmant. 144 pages, 9 inch by 10 1/2 inch, 90 b&w and 30 color photos. Softbound. Motorbooks International, PO Box 2, 729 Prospect Ave., Osceola, WI 54020 USA. \$24.95.

If it is possible to have a "love-hate" relation with a book, I have a bad case of one with this book. First, I hate the cover, "MiG-15" in big red bold letters and a photo of a restored MiG with red stars and US civil registration. I love the first chapter "I-310 - The MiG-15 Prototype" where the development of the MiG-15 is clearly described in photos and an informative text which includes such anecdotes as the Minister of Aircraft Industry reporting to Stalin that they wanted to buy state-of-the-art British Nene and Derwent turbojets, to which Uncle Joe responded "What fool will sell us his secrets?". The Korean war would show what kind of fools the West was. The second chapter, "The MiG-15, MiG-15bis, and UTI-MiG-15" is visually great with scale 3-view drawings (MiG-15 & MiG15bis), 20 side-view drawings of various modifications (including radar modification, trainable guns, and ejection-seat trails), and 6 color side-view drawings. But, the text was so boringly repetitious that it would have put me to sleep if I hadn't been do irritated. The third chapter, "MiG-15s Outside the Soviet Union" should be a feast for the enthusiast of the small air forces, and it is! The text and photos are great as are the 30 color side-view drawings (Czechoslovakia, Poland, North Korea, hungry, Cuba, Finland, Indonesia, Egypt, Iraq, China, and East Germany). But, as is said about a Chinese dinner, a few hours later you're hungry again; you soon notice that none of the little-known MiG-users are discussed. The fourth chapter, "Soviet Air Force MiG-15s in Combat in Korea", is a fascinating description of a story that is just now coming to light. However, the lack of photos of Soviet MiGs in Korea is a disappointment.

The fifth chapter, "Korean War Stories of Soviet MiG Pilots", gives me a lot of heartburn. I know chauvinism has its place, but somebody carries it

This "Warbird History" of the "MiG-15" is worth adding to your library, if only for the photos and drawings. The text will inform you, but be prepared to be disappointed in some places and infuriated in others. The story of the MiG-15 in service with the smaller air forces is still to be told, and, more importantly, somebody has to take a critical, scholarly look at the Soviet claims and reconcile them with the Western view of the air war over Korea.

F-86 Sabre: History of the Sabre and FJ Fury, Robert Dorr. 144 pages, 9 inch by 10 1/2 inch, 200 + b&w and color photos. Softbound. Motorbooks International, PO Box 2, 729 Prospect Ave., Osceola, WI 54020 USA. \$24.95.

This book is identical in format to that of the MiG-15 book reviewed above. However, since I have not had time to read it, I can not comment on its contents at this time. It is mentioned here be-

cause the author has generously provided a number for sale to SAFO readers at a very reduced price. The reputation of the author and publisher should be sufficient to convince many readers to purchase this book without a review.

Memoria de la Guerra de Euzkadi, #1 Los Vascos en la Battalla de Santander, #2 El Final del Frente del Norte, los Vascos en Asturias, #3 De las Milicias Vascas Antifascistas a la Brigada Vascos-Pirenaica, and #4 Los Vascos en la Segunda Guerra Mundail. 750 ptas. each.

"These four issues contain 257 pages of text, illustrations, and photos describing air, naval, land operations and politics of Basques on the Nationalist side in the Spanish Civil War and in WWII. I purchased my copies from Libreria Gaudi, Calle Argensola 13, 28004 Madrid, Spain (Tel 308-1829). This is an excellent place to buy aviation books in English and in other languages besides Spanish. Note that 750 ptas. times 4 issues equals 3,000 ptas. (about \$21 at 140 ptas. per US dollar)." Tom Sarbaugh (SAFCH #497), 266 Lake Dr., Kensington, CA 94708-1132.

[Editor's note: The following are available from

Vasily Zolotov, Zhivopisnaya 30-4-27, 123479 Moscow, Russia. I know nothing about his person (he is not a SAFCH member), but he says, "Immediately after receiving your order, we'll send everything. After you receive this parcel, send us something of equivalent value selected from a list included with the parcel." The following descriptions are from Vasily's catalog. See also listing under "Magazines" elsewhere in this issue of SAFO.]

Aircraft of Stalin's Falcons, Kosminkov and Grinyuk. 36 pages, 21 cm by 28.5 cm, including 12 color plates. Softbound. A panoramic view of Soviet combat aircraft 1920-45. Descriptions (in Russian) of each type including technical data . 58 color side-view drawings.

The Pe-2 Dive Bomber, Kotelnikov and Leyko. 20 pages 19.5 cm by 26.5 cm. 12 photos. Softbound. Describes all version (including Pe-3 fighter and Pe-2 M-82FN) and explains differences. Also cover combat history. One 3-view and 8 color side views.

[illegible]

Slovak Air Force National Insignia, 1/72-scale and 1/48-scale decals. Propagteam, Pod Zakopanico 188, 755 01 Vsetin, Czech Republic.

Aircraft carrying the new Slovak national insignia have been featured in several recent publications, e.g. SAFO #66 & #68, and Plastic Kits Revue #19. Now, from the former Czechoslovakia, comes a pair of decal sheets allowing the modeler to build models of aircraft carrying the newest insignia in European skies.

These sheets provide national insignia in 1/72 and 1/48 scale (one sheet for each scale). Each sheet contains 12 national insignia in a single size; enough for two models. This is not a mistake since our Slovak correspondent reports that the same size insignia is used in all positions and that all aircraft (except the largest) carry the same size insignia.

These decals are produced by the same company that has been doing the excellent decals for the more recent KP kits. The quality of the printing and the colors are excellent and the registration is good, but not always perfect. The instruction sheet, however, is a major let down; it consists of drawings illustrating the positions of the insignia on the wings and tails of Slovak MiG-21, Aero L-39, and MiG-29. There is no information on camouflage patterns or serial numbers; the modeler will need to find this information elsewhere. More annoying is the lack of serial numbers on these sheets. However, since these numbers are the same as carried on the aircraft when they were in service with the Czechoslovak AF, this style of serial numbers is readily available in numerous KP kits and on many of the after-market decal sheets being produced in the Czech Republic.

[Editor's note: The decals of the Slovak national insignia, as well as decals of Czechoslovak aircraft, are available from the SAFCH Sales Service. The modeler purchasing the 1/48-scale sheet should also note that the 1/48-scale MiG-21 and Su-25 are on sale.]

Czech MiG-23 and Mi-17, 1/72-scale decals. MPD, Milan Pech, Polska 2540, 272 01 Kladno, Czech Republic.

While on the subject of after-market decals from the Czech Republic, here are a couple of new sheets

on really unusual and attractive subjects. The first provides all the markings for a Czech MiG-23BN with a large eagle head covering most of the front part of the fuselage. (A full-page color photo of this aircraft appeared in a recent issue of *Zlinek*.) This sheet provides every thing needed; eagle's head, national insignia, serial numbers, both sets of unit insignia, and numerous stenciling. The instruction sheet is small, but provides a 3-view drawing (port, starboard, and plan view) with colors identified by their FS595a equivalents.

The second sheet from MPD provides the markings for a Czech Mi-17 with a large mouth with the tongue hanging out on the nose of the aircraft. (A full-page color photo of this aircraft appeared in a recent issue of Zlinek.) Once again, everything is provided; mouth, eyes, national insignia, serials, unit insignia, and stencilling. The instruction sheet consists of drawings of the port and starboard sides with FSS95a equivalents provided.

The quality of both sheets is good, but there is occasionally a little fuzz and some slight registration problems.

[Editor's note: Two of each of these decals are available from the SAFCH Sales Service.]

New Zealand Mustangs, 1/32-scale decals. Ventura Hobby Products, PO Box 10-213, Wellington, New Zealand.

I imagine that there are not too many small-airforce subjects available for the modeler working in 1/32 scale. Therefore, it is good to see this sheet, produced by SAFCH member Malcolm Laird, which provides the markings for two RNZAF Mustangs. P-51K 'NZ2427' of No. 3 Squadron is silver doped overall and 'NZ2419' of No. 2 Squadron is natural metal. The national insignia are of the Kiwiless roundel type and the squadron insignia consist of black and yellow (No. 2 Squadron) and black and red (No. 3 Squadron) "chequerboards" on each side of the fuselage roundels.

The 10.5 cm by 18.5 cm sheet is very well produced with sharp printing (even the smallest lettering), vibrant colors, and perfect registration. All markings are provided except the fin flashes. Registration problems are avoided by providing separate red discs for the roundels and extended background colors for the checkerboards which the

modeler trims to the proper registration - a nice touch. The small inscriptions (about 1 mm high even in this scale) "No. 3 (CANTERBURY) TERRITORIAL SQUADRON" and "ROYAL NEW ZEALAND AIR FORCE" consists of white letters with red shadowing; these are provided as separate decals which are to be superimposed by the modeler to insure perfect registration. The instruction sheet is complete and informative.

[Editor's Note: Copy for review provided by Ventura. This lone sheet is available from the SAFCH Sales Service.]

Aero Decals, 1/72-scale decals. Address unknown.

A Polish member, Bogdan Braniewski, sent a bunch of decals for the SAFCH Sales Service. Included with these were a lot of Aero Decals, many of which should be of interest to SAFO readers. There are too many different sheets to mention here, and the variety of subjects on each sheet is too long to include on the SAFCH Sales List. Therefore, only a few will be described here and any member interested in any particular decal sheets can send a self-addressed envelope or postcard to the editorial office along with a list of the sheets of interest and I'll send back a brief list of the contents of the decals requested. (This offer holds for any thing listed on the Sales List.)

All Aero Decals sheets measure 10 cm by 10 cm or larger. The decals are well printed with uniformly good registration. The instruction sheets are simple, but complete with 4-views of each aircraft. A few of the more outstanding sheets are: Avia B.534 with two types of Slovak markings and Bulgarian markings. Beaufighter with Dominican Republic, USAAF, and RAF markings. SB-2 with Slovak, Bulgarian, and Spanish markings. Blenheim with Croatian, Turkish, and RAF markings. Gannet with West German, Australian, and RN markings.

CROATIAN MiG-21s

Boris Kolka & Tom Young

MiG-21 '101' was the first aircraft in the new Croatian Air Force. This machine was lost in June 1992 when it was shot down by Bosnian Serbs during a reconnaissance mission. It was searching for surface-to-surface missile batteries that were bombarding the Croatian cities of Zupanja and Slavonski Brod.

The markings on '102' and '103' were applied after '101' was lost, so it is probable that the insignia of 1 Squadron (or any other insignia) was never carried on '101'. Aircraft '102' was named "Osvetnik Vukovara" and '103' was named "Osvetnik Dubovnika".

Two additional MiGs have entered service, but it is not yet known if these are numbered '104' and '105'. One of these new machines (it is not known which one) was lost late in the summer of 1993 when it was shot down over Croatian territory by Serbs who fired two surface-to-air missiles.

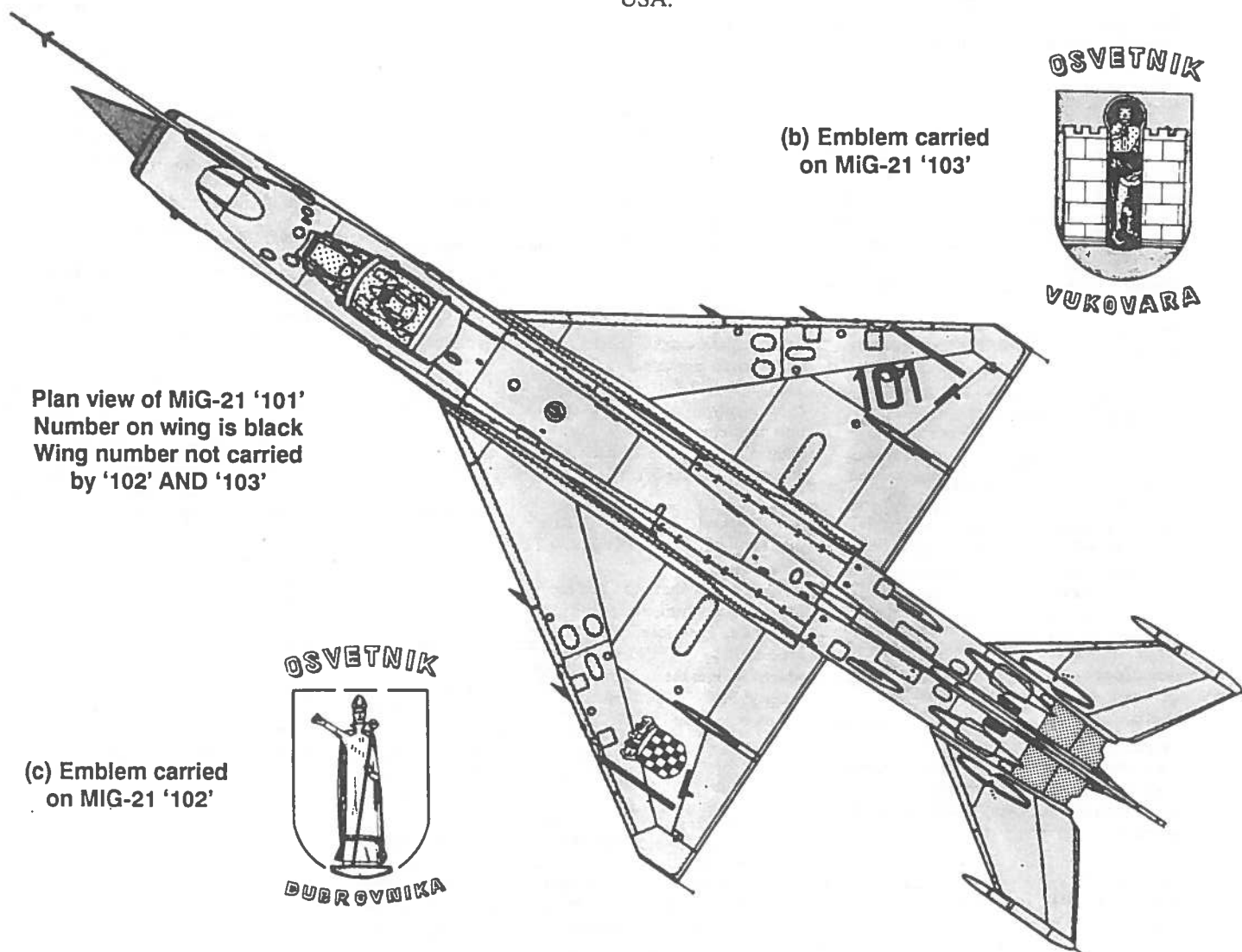
More information will follow on Croatian MiGs when the situation calms down and more facts become public.

Boris Kolka (SAFCH #1214), Vocarska 39, 41000 Zagreb, Croatia.

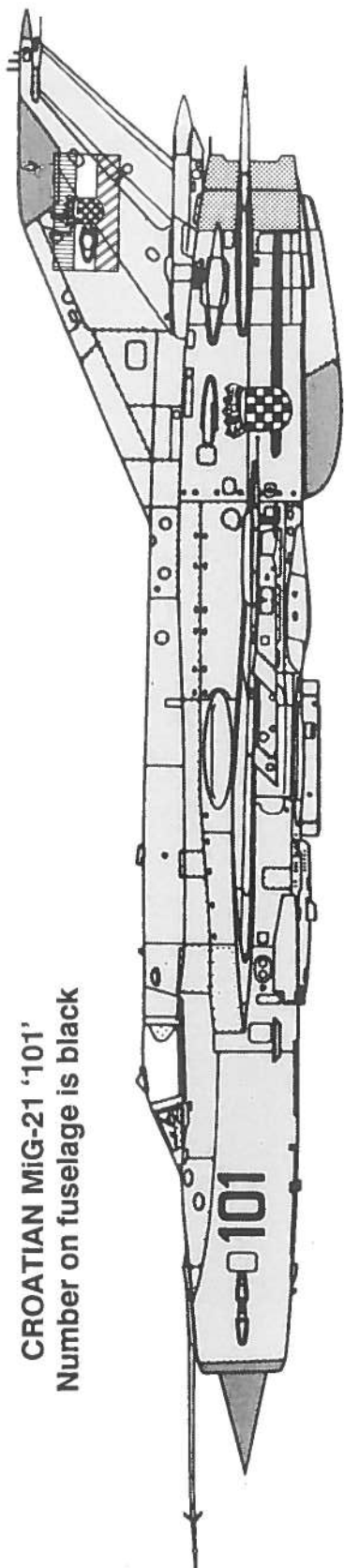
DRAWINGS: (a) The emblem for ZMAJ (Dragon) depot in Zagreb, a major overhaul facility for the Croatian military, is blue with white airplane and lettering. (b) The OSVETNIK DUBOVNIKA emblem is white with white-robed figure, edged in red, gold crown and scepter, flesh hands and face, and red base. Note breaks in outline, which is very thin black. (c) The OSVETNIK VUKOVARA emblem is red with white castle, gold lion on black background, gold figure with black background outlined in gold. (d) Knight's head emblem with black helmet and plume, red/white checkered shield with black '1' for the 1st Fighter Squadron.

The white tail numbers on 102 and 103 are shown in black for clarity. I have no photographic evidence that the nose markings for 102 and 103 were carried on the starboard side of the aircraft. Does anyone have information to show otherwise? All emblems are drawn from photos and should be considered provisional. Once all the details are verified, I will send this material to a decal manufacturer to see if I can have a decal sheet made for all three MiGs.

Tom Young (SAFCH #56), PO Box 159, Olema, CA 94950, USA.



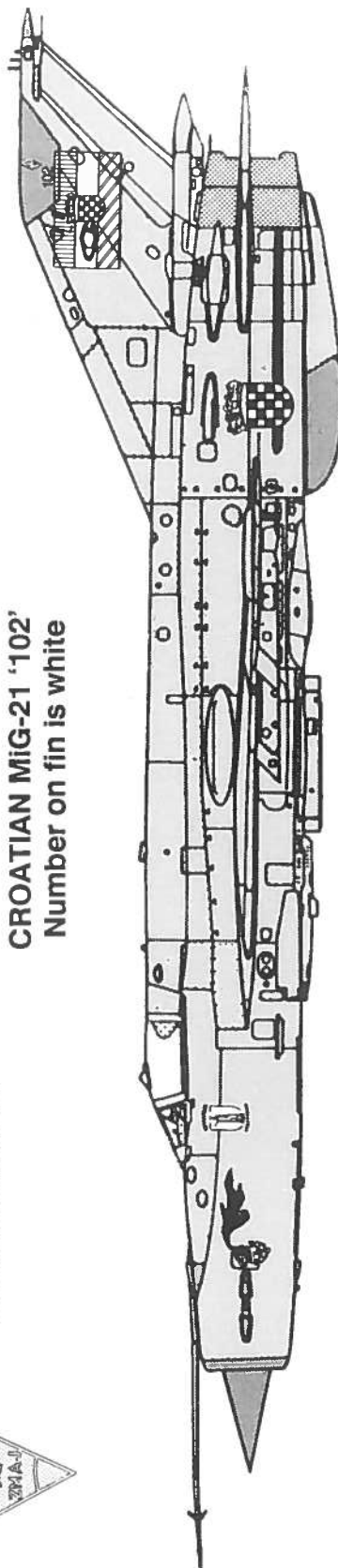
CROATIAN MiG-21 '101'
Number on fuselage is black



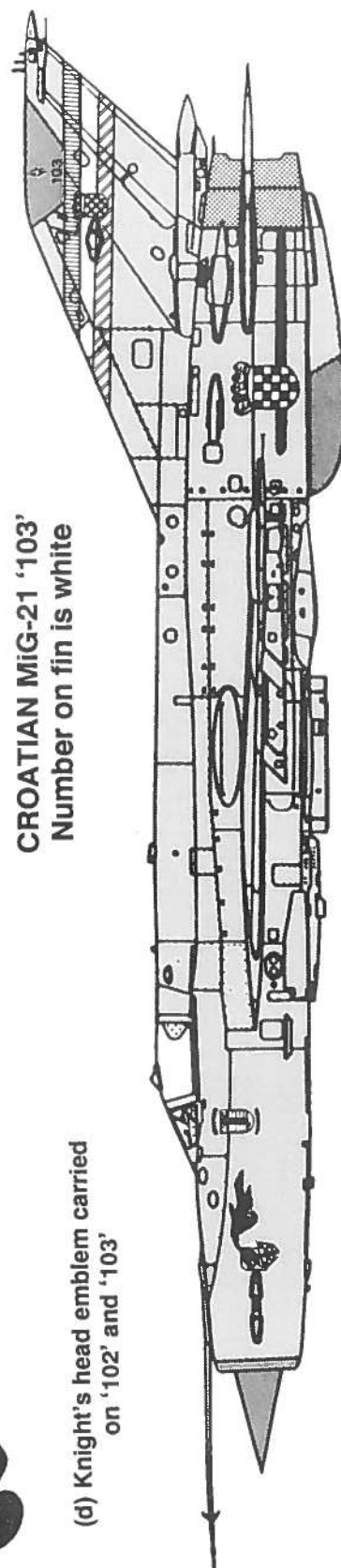
(a) Emblem of ZMAJ
carried above the fin flash
on all three MiG-21s



CROATIAN MiG-21 '102'
Number on fin is white



CROATIAN MiG-21 '103'
Number on fin is white



(d) Knight's head emblem carried
on '102' and '103'



THE FINAL DAYS OF THE CAMBODIAN AIR FORCE AT PHNOM PENH

Terry Love

a. Two Cessna T-37Bs, 60-0148 and 60-0159 were damaged by hand grenades at Phnom Penh.

b. Cessna T-37Bs, 60-0148 and 60-0159, were two of four T-37s given to the Royal Khmer Aviation in 1963.

c. North American T-28A, 51-7678, near a hanger at Phnom Penh, destroyed.

d. North American T-28A, 51-7735, was destroyed by the Khmer Rouge at Phnom Penh. Also destroyed were two Cessna O-IEs (51-12441 and ?) of the Vietnamese Air Force (VNAF).

e. North American T-28A, 51-7828, was damaged in another attack on Phnom Penh in 1973.

f. North American T-28A, 51-7828, with a 0.50-caliber machine-gun pod and two bomb racks per wing.

g. A destroyed Douglas C-47 in standard South East Asia color scheme of the USAF at the time.

h. Another totally destroyed Douglas C-47 at Phnom Penh. The national insignia was at all six positions.

i. Another destroyed Douglas C-47 at Phnom Penh in 1973.

11. A slightly damaged Douglas C-47 at Phnom Penh; s/n 085.

j. A destroyed MiG-17 rests next to the remains of a North American T-28.

k. A DeHavilland Canada DHC-2 Beaver destroyed at Phnom Penh.

l. A close-up of a destroyed North American T-28 reveals an armed aircraft with a 0.50-caliber machine-gun pod and three bombs.

m. Two destroyed T-28As, 49-1526 and 50-03??, with unique tail markings.

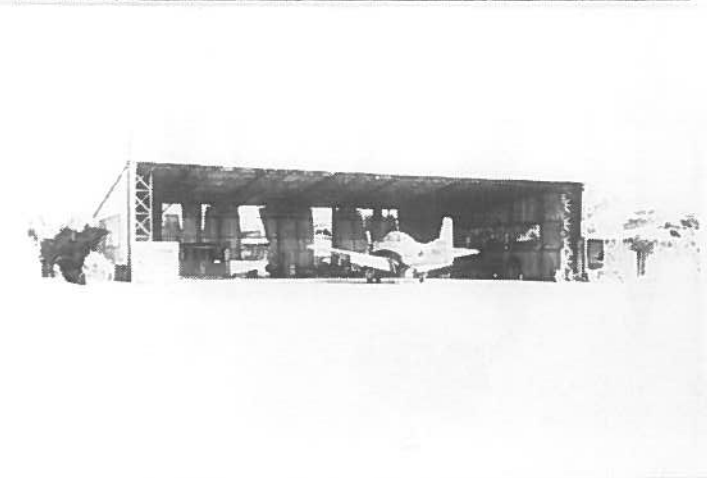
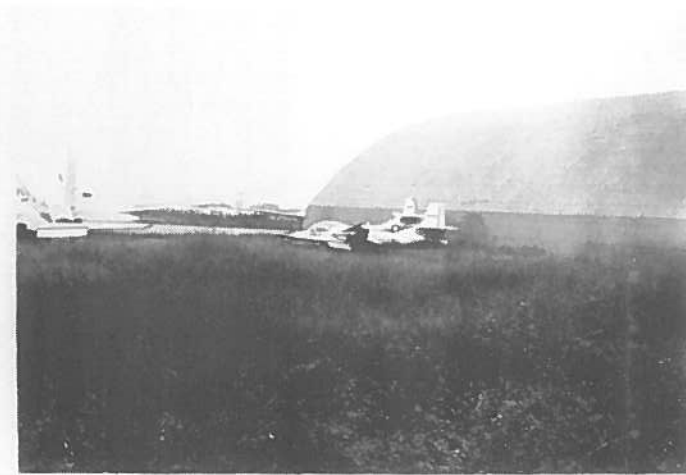
n. The remains of North American T-28A, 51-7815, are shown at Phnom Penh in 1973.

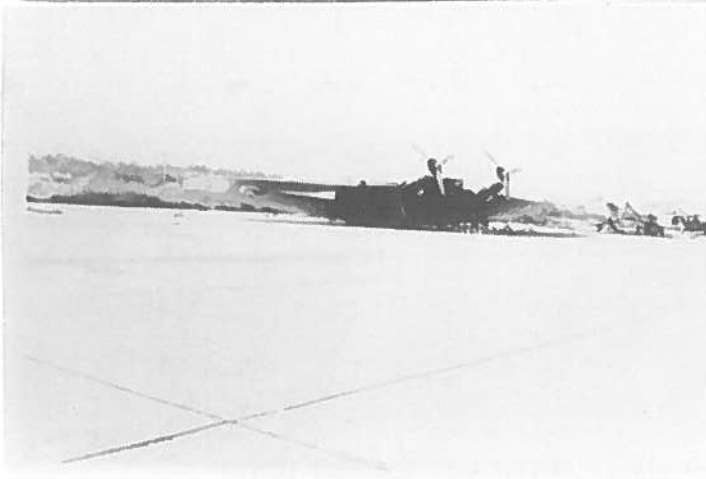
o. Another destroyed T-28A, 51-3693, on the ramp at Phnom Penh.

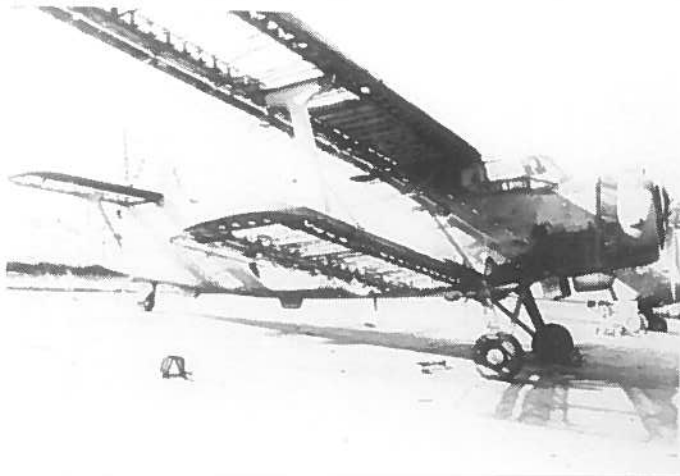
p. Fire burned off some of the fabric covering of this An-2 transport of the Khmer Air Force in Phnom Penh.

q. A visiting Vietnamese Air Force (VNAF) UH-1D was damaged in a attack by the Khmer Rouge on Phnom Penh.

Terry Love (SAFCH 229), 9415 West 178th St., Lakeville, MN 55044, USA.







THE ROYAL LAO AIR FORCE DURING THE VIETNAM WAR

Terry Love

(All photo on page 34.)

a. An Aero Commander 560, s/n 2714, at Udorn, Thailand, for maintenance. This a/c was given to the King of Laos as a present from the USA.

b. Aero Commander 560, s/n 2714. At one time this a/c was the personal aircraft of President Eisenhower. The King of Laos liked the aircraft.

c. Fairchild C-123K, s/n 617 ex 54-0617, undergoing maintenance at the Air America facilities, Udorn, Thailand.

d. Fairchild C-123K, number s/n 386 ex 56-4386, taxis out for another mission.

e. Royal Lao North American T-28A, 51-7635, being pre-

flighted by its crew.

f. North American T-28C, 140533, at Landing Site 20 (LS-20) in Laos, parked near a Porter PC-6C of Air America. The T-28 is armed with two 4-round 2.75-in. rocket pods.

g. Curtiss C-46 with Royal Lao Air Force insignia and tail insignia, but it also carries Laotian civilian markings XW-PBW. It was flown and operated by Air America personnel in Laos, Thailand, and other parts of South East Asia.

Terry Love (SAFCH 229), 9415 West 178th St., Lakeville, MN 55044, USA.

THE BIRTH OF THE THE AZERBAIJAN AIR FORCE

Dmitry Shevchuk

The story of the creation of the Azerbaijan Air Force (AzAF) and its activities during the bitter war against Armenia should be preceded by a brief account of the events leading up to these hostilities and the conditions under which the AzAF developed. This conflict began in 1987 with an outburst of violence against Armenians living in Azerbaijan. Before the Soviet Army cruelly repressed these disturbances several hundred Armenians became the victims of the Islamic fanatics. These events precipitated the mass exit of Armenian refugees from Azerbaijan and Azerbaijan refugees from Armenia in a vast "ethnic cleansing" on both sides. However, in Nagorno-Karabakh, a mountainous area inside Azerbaijan belonging to Armenia, the Armenians had no avenue of escape. This area became the arena of the most violent battles between the Azerbaijan Army and the Karabakh Defense Force (called "The Armenian Expeditionary Corps" in Azerbaijan). Despite the superiority of arms enjoyed by the Azerbaijani, fortune favored the Armenian side and the whole Karabakh area and several areas of Azerbaijan have come under Armenia control and a land corridor has been opened to receive aid from Armenia.

During the first stages of the conflict in the Karabakh, Soviet AF transport helicopters were active in the Karabakh supplying provisions to isolated Armenians and evacuated the injured and refugees. Also, Mi-8 helicopters and Yak-40 transports of the Armenian section of AEROFLOT made sorties into Stepankert, the capital of Karabakh, bringing weapons from Armenia. Some of these military and civil aircraft were shot down by Azerbaijan ground fire.

After the collapse of the Soviet Union in December 1991, arms from the former Transcaucasian Military District of the Soviet Army found their way to both of the newly established countries. Armenia, as well as Azerbaijan, received several helicopters. (In June 1992, Armenia had 13 military helicopters and Azerbaijan had 14.)

One of the first instances of air combat occurred while a Russian military Mi-26 was transporting Armenian women, children, and injured from the Karabakh village of Gyulistan after having delivered 20 tons of flour. The Mi-26 was escorted by an Mi-24 Hind combat helicopter. Before they reached Armenia airspace, the Mi-26 was attacked by a camouflaged Azerbaijan Mi-8 helicopter, but the escort helicopter drove off the attacker. Nevertheless, the flight ended tragically when a missile launched from the ground hit the Mi-26 and it crashed near the Azerbaijan village of Seydilyar.

On 8 April 1992, the AzAF obtained its first fixed-wing combat aircraft, a Su-25 ground-attack aircraft. This airplane was stolen by a Azerbaijani in the Russian AF, Senior Lieutenant Vagif Kurbanov. Kurbanov was stationed at the Sital-Chai airfield, the place designated for the disestablishment of the ground attack aircraft regiment of the ex-USSR Air Force. Lt Kurbanov and his SU-25 were stationed in Afghanistan before he was transferred to Sital-Chai where he served with the 80th Ground Attack Regiment. [In the Russian magazine 'Krilya Rodini', I found two photos of aircraft of this regiment as well as the emblem 'Gratch' (Rook). The Su-25 is called 'Gratch' in Russia. This is not the official name, but it is very popular. For example, an article in the newspaper of the Russian Ministry of Defense was titled 'The Gratch's are Flown. But who Bombed

Kharabakh?']

Assisted by two of his compatriots (Aircraft Technician Lieutenant Mamedov and Rigger Warrant Officer Kuliyeu), Kurbanov prepared the Su-25 for flight, took off, and, after a flight of several minutes, landed at Yevlakh a Azerbaijan civil airfield. It was from this airport that all of Kurbanov's combat sorties against Stepankert, the capital of Karabakh. These raids were of no military value, resulting in several houses destroyed and several dozen civilians killed, but without any damage to the Armenian military. This same aircraft is assumed to have been the one that attacked the military helicopter flown by Major Alexander Gorchakov.

When the Azerbaijan Army started their offensive on Mor-dakert on 23 June 1992, its fifty tanks and about the same number of armored vehicles were supported by 6 Mi-24 Hind helicopters and that notorious SU-25. About the same time, reports were received about the destruction of two Armenian helicopters out of three Mi-24s over Azerbaijan territory. The crews of both managed to land their helicopters and were taken prisoners. Another loss to the Armenian AF at this time was a civil Yak-40 that was evacuating injured from Karabakh and had been intercepted by the Su-25.

Therefore, we see, that in spite of a poor evaluation given by the Russian military regarding the professional skills of Lieutenant Kurbanov, the pilot of the first Azerbaijan combat aircraft had accomplished many military missions before he was shot down and buried under the wreckage of his plane. Russian television showed the remains of this Su-25 with an Azerbaijan flag painted on the fin.

The official list of Azerbaijan of losses during the intensive battles of June and July 1992 includes two Azerbaijan combat aircraft. However, at this time the AzAF was able to substantially reinforce its inventory with ex-USSR aircraft.

There were several USSR Air Force and Air Defense Regiments deployed in the territory of Azerbaijan. After the decay of the USSR, these regiments were all taken under Russian jurisdiction. However, Azerbaijan applied substantial pressure on these Russian garrisons, including requests, imploring, bribery, ultimatums, capturing hostages (Russian officers and their families), and armed assaults. Under such conditions, the Russian began transferring their aircraft units to Russian territory and, on the whole, this transfer of the craft was accomplished successfully. However, Azerbaijan obtained a number of aircraft, some of which were left behind when damaged by Russian officers who accepted Azerbaijan bribes.

The Russian Air Force claims that all Su-25 were transferred to bases in Russia, and the only Su-25 used by AZAF was the one stolen by Kurbanov. Nevertheless, Armenia claims they destroyed three Su-25 by the end of August 1992, all of them shot down by ground fire. This figure is not doubtful, as Azerbaijan confirmed the loss of two Su-25 in June and July, and a third was shot down on 20 August. The pilots of the first two planes died (including Kurbanov) while the pilot of the third plane was captured. He is the former Soviet AF Captain Yuri Balichenko, who had served the Soviet Air Force in Azerbaijan as a MiG pilot, but was hired by the Azerbaijan to fly an Su-25.

A transcript of an interview of Balichenko by a Russian reporter in a Stepankert jail follows: Reporter: Yura, how did

all this start? Balichenko: In April 1992 we were informed that the regiment would be dissolved and I was about to apply for transfer to civil aviation. R: What did the Azerbaijani promise to you? B: Five thousand dollars (Author's note: A great sum of money in Russia; sufficient to buy an apartment.) R: What kind of relations were there in your new flight? Was it similar to the previous ones? B: Certainly not! A flight is a family, but here we did not even know each other's names. R: Many think that only Russian-speaking mercenaries are Azerbaijan pilots. Is this true? B: There are few Azerbaijanis, but they are there. R: To what extent were your attacks against Karabakh efficient? B: Efficient? Come on, most Azerbaijan aircraft are MiG-21s and -25s, planes unsuitable for bombing. Air raids were meant only to apply psychological pressure. R: Pressure on whom? Civilian? Only they suffered from your raids. B: We were assured there were no civilians in the area. After I had been shot down, I was brought to Stepankert where I was surprised to see women and children in the streets. I couldn't imagine before that it was a normal town with residents. R: Have you seen the consequences of your raids? B: Yes, I was shown some photos. It was a nightmare. R: There was another raid just twenty minutes before this interview. You see the hole in the glass, don't you? And that's the ball from the ball bomb which was extracted from the wall behind you. Aren't you afraid your colleagues will accidentally make you join the majority? They not only use ball bombs, but 500-kg ones as well, don't they? B: I've been thinking about this for three months. R: You are a hired soldier of fortune. Those like you are traditionally regarded as war criminals in the world. You could be shot without trial and the executioners wouldn't be accused. Are you ready for this? B: I was ready when I hung under my parachute.

Several MiG-25 entered service with the AzAF. These had belonged to the Air Defense Regiment deployed at Nasosny airfield under the command of Colonel Valdimir Kravtsov whose duties included dissolving the regiment. Colonel Kravtsov is now the Commander of the Azerbaijan Air Force, and the MiG-25 are bombing Karabakh.

Some other the airplanes of, as yet, unknown type were left at Dallyar aerodrome in an unusable condition. These planes were captured by Azerbaijan. The Deputy Commander of the regiment based there, Lieutenant Colonel Alexander Plesh, who was responsible for disestablishment of this unit, stayed in Azerbaijan and is now leading the flight.

The AzAF also possesses three MiG-21s. It is not known from where these came.

The core of the AzAF consists of 72 Czechoslovak-built L-29 fighter trainers. These aircraft had belonged to the training regiment of the Armavir Air Force Pilots School. They are now located at Sanchagaly air base, a former dislocation airfield of the 97th Air Defense Division of the USSR and the present training center of the Azerbaijan Ministry of Defense. Although these aircraft were supposedly to be used for primary training, it has been reported that, in the Spring of 1992, S-5 rocket launchers mounted. It is useful to note that, after Azerbaijan trainees from the pilots school who were dismissed "from health reasons", began arriving at the above mentioned air base, L-29 began landing at Salyuan and Pirsagat air fields, the starting point for raids over Karabakh.

Sorties in favor of both Armenia and Azerbaijan have been undertaken Russian helicopters, of course, illegally. For ex-

ample, the crew of one combat helicopter (probably a Mi-24), Major Sergey Sanyushkin and Captain Yevgeni Karlov, were on a mission paid for by Azerbaijan when their luck ran out. Their "crocodile" (the Azerbaijan nickname for the Mi-24) was shot down and both aviators were killed.

Having diversified their aircraft inventory, the Azerbaijanis are now able to diversify the activities. Along with the barbarous raids on civilian targets, they are able to deploy for purposes more directly needed for the war such as fire support for their own troops and the destruction of Armenian strong points. There were even attempts to bomb a powerplant and attack road convoys bringing weapons and food from Armenia.

The AzAF meets no resistance in the air, for the Armenians, not lucky enough to have any Soviet air bases situated on their territory, have no combat planes. However, in response to the growing Azerbaijan air activity, Karabakh Armenian troops have created a rather effective air defense system. At first, all attacking Azerbaijani aircraft were automatically identified as Su-25. A half year later, Armenian anti-aircraft units presented a list of enemy planes shot down including MiG-25 fighter-interceptors and MiG-25RB reconnaissance bombers. This is strong evidence that air defenses have obtained competent professionals. Here is the above mentioned list: 1 MiG-23, 1 MiG-21, 2 Su-25, 2 MiG-25RB, 1 MiG-25, 3 L-29, for a total of 10 Azerbaijani combat aircraft destroyed.

Yuri Balichenko, the prisoner-of-war in Stepankert jail, had recently got a companion, another hired pilot, Anatoli Chistyakov, I third pilot whose first name was Alexander died, but it was impossible to determine his surname from the remains of his documents. The pilot of a second Su-25 (it is unknown where it was obtained, perhaps purchased in Georgia where these planes were assembled at the Tbilisi aircraft plant) also died. His plane was shot down on 10 October 1992 near the village of Malibeili after he had attacked Stepankert. He ejected successfully, but his parachute failed to open.

On 24 June 1992, during the Armenian offensive at Agdam in Azerbaijan, two Azerbaijan helicopters were shot down (one of them was a Mi-24) as well as another Su-25. Thus, *a la guerre comme a la guerre*, and the war goes on.

(Author's note: All information for this article was taken from various mass media publications.)

Dmitry Shevchuk (SAFCH #1308), Kosmonautikas 13-68, LV-1080 Riga, Latvia.



LITTLE KNOWN AIR FORCES OF THE 1920s

Part 1: Afghanistan

Lennart Andersson

Introduction: A number of early Asian and European air forces will be discussed in this series. Any comments, additions or corrections sent to my address will be most appreciated. Please send any comments to the author at the address listed below.

The very interesting Chinese air forces, of which there were at least seventeen during the period 1920-30, will not be covered, as this subject is too extensive and requires to be treated alone. Latin American air forces are similarly not covered.

Afghanistan had long been a territory where British and Russian agents competed for influence when hostilities (The Afghan War of Independence) broke out between Afghanistan, then ruled by Emir Amanullah (Aman Ullah) and British India in 1919. The Afghan Government acquired its first aircraft when a Bristol F.2B Fighter was captured at Ghasni in the same year. Six months later this aircraft was transported to Kabul on elephants, but as the Afghans had no pilots it was not flown. It soon deteriorated badly, but an attempt was apparently made to repair it in the summer of 1925.

When the Royal Air Force dropped bombs on Afghan territory in May 1919, a mission was quickly sent to Tashkent to obtain military aid from Soviet Russia, but internal problems and the shortage of aircraft prevented Soviet action at this time. However, on 28 February 1921, a formal agreement was signed, providing the supply of aviation equipment to Afghanistan, the training of aircrew, etc. The first Russian aircraft were delivered to Afghanistan in 1921 in order to strengthen the regime of Emir Amanullah.

A licence-built Nieuport 24 fighter and a two-seat Sopwith 1 1/2 Strutter, both dismantled, were transported from Termez on 21 September by a caravan that included three elephants. The fuselages and wings were carried by horses, the engines, instruments, etc. by camels, and fuel cans and other heavy goods by the elephants. After covering 500 km of caravan route through the Hindukush mountains the transport arrived at Kabul on 7 November, where the Russian aviator E. Gorodetsky was waiting. The whole expedition was called the "Aviazveno osobogo naznacheniya" (Aviation Flight for Special Duties) and consisted of 25 men. It was headed by the pilot V. V. Goppe. Originally a Farman aircraft (probably an F 30) was to have been included in the consignment, but that particular machine had been shot down and destroyed by local Basmachi insurgents while flying near Termez before delivery.

The planned opening of a flying school failed to materialize, probably because no suitable candidates were found for the school, and the Russian aviators returned home. In April of the following year, two old Nieuports and a few other aircraft were delivered and taken over by the Afghan Government at Kushka, near the border. The intentions were again to organize a school, but probably with the same result as the year before. A total of seven Russian aircraft were reported to have been delivered during the year (before September 1922).

Two biplane fighters were sent from Italy in 1922 (according to Jane's All the World's Aircraft, 1925, and The Aeroplane, 29

April 1925, these were single-seat Caproni aircraft with 6-cylinder Fiat engines. Comments from our Italian friends, please!), but these aircraft arrived in damaged condition and were never flown. An Italian engineer tried to repair them in the autumn of 1924.

In November 1921 a treaty had been signed with Great Britain and, in 1924, two Bristol F.2B Fighters were bought from the Government of British India. They were flown from Peshawar to Kabul by British pilots on 22 August 1924 and handed over to two German pilots Brustmann and Hermann Weiss who had been employed by the Afghan Government. "Allah Akhbar" in Arabic script was painted on the aircraft as a nationality marking.

To counter this British move more Soviet material was sent. Four de Havilland DH 9s with 240 hp Puma engines and a Junkers F 13 were delivered and flown from Termez to Kabul over the Hindukush mountain range on 1 October. This expedition was headed by P. Kh. Mezhrup, the Soviet Air Force Commander in Turkestan, and consisted of the pilots Goppe, Jakobson, Garanin, Zalevsky, and Arvatov. The Soviet aviators performed a number of bombing, reconnaissance and propaganda missions after their arrival.

An Afghan military air arm was established as an independent service under the Ministry of War. The DH 9s were followed by four Liberty-engined R-1s (DH 9A copies) and in April 1925 a few Sopwith 1 1/2 Strutters were handed over for use as trainers.

In December 1924 two DH 9s and two Avro 504s arrived at Peshawar. These aircraft had been purchased from the Aircraft Disposal Company and were to be supplied by a Capt Murphy via India. They were still in India in April 1925 and probably never reached Afghanistan.

Early in 1925 the Afghan Air Force had five Russian pilots and eight mechanics, the German Weiss, an Afghan pilot trained in Italy, and A. D. Pathardtan, who was Indian. Afghan cadets were sent to Moscow for training. A new agreement signed with the Soviet Union on 15 June 1925 resulted in additional aircraft deliveries and the opening of an aviation school (headed by Ivan Chuchin) at Kabul on 2 September. Some fifteen Afghans were trained there and about ten were sent away for training in the Soviet Union. On 31 July, the first aviation show in Afghanistan was held, with aerobatics performed by seven aircraft.

The Afghan Air Force, headed by Muhammed Echsan, now received a number of Liberty-engined R-1s (at least six in 1925). On 15 October 1925 the last two R-1 of the batch ordered arrived with two pilots and two mechanics. Four ex-Soviet Air Force Fokker D XI fighters were also expected but were probably not delivered. On 17 December 1925 the Afghan Air Force was reported to have four Liberty-engined R-1s, five Puma-engined DH 9s, one Bristol Fighter, one Junkers F 13 and three unserviceable Italian trainers (yes, 'three' instead of two and 'trainers' instead of fighters), and the number of Russian pilots and mechanics had increased to twenty-five. On 16 April 1927, thirteen aircraft were reported to be in service. Starting in March 1928, twenty-five Afghan cadets were trained at the Caserta

flying school in Italy.

When King Amanullah visited Europe in 1928 a Junkers G 24 was presented to him by the German Government. Two Junkers F 13s were purchased at the same time and all three aircraft were flown to Kabul by German crews between 16 June and 10 July 1928. They carried the Afghan flag on the undersides of the wings and the G 24 also had the red royal coat of arms underneath the wings. The German personnel were employed on a two-year contract to establish air services in Afghanistan.

A Bartel BM 4b trainer was presented to King Amanullah by the Polish Government and a present from the French Government, a Potez 25, arrived in August 1928. A few additional R-1s had been delivered and by now a total of fourteen of this type were in service. There were only about ten Afghan pilots and observers, compared to twenty Russians, and the whole technical staff was Russian.

Following the king's return from Europe, an uprising against him occurred. On 14 November 1928, civil war broke out and from 17 December the air force bombed the rebels. There were riots in Kabul and most foreigners, including the sizeable British community, decided to leave. Eight RAF Vickers Victoria troop-carriers of No 70 Squadron based in Iraq assisted other aircraft from India to evacuate 586 civilians between 23 December 1928 and 25 February 1929. The G 24 carried Amanulla's family to Kandahar. On 14 January the king abdicated and fled to Kandahar and later continued on to India. At the end of December, the two F 13s were damaged when the roof of the hangar where they were standing collapsed after a heavy snowfall.

Because of the uncertain political conditions, two Junkers W 33s that had been ordered from Germany and had left Berlin on 21 May 1929, returned there on 17 and 19 June and were never delivered. Eight Grigorovich I-2bis fighters, ordered by the

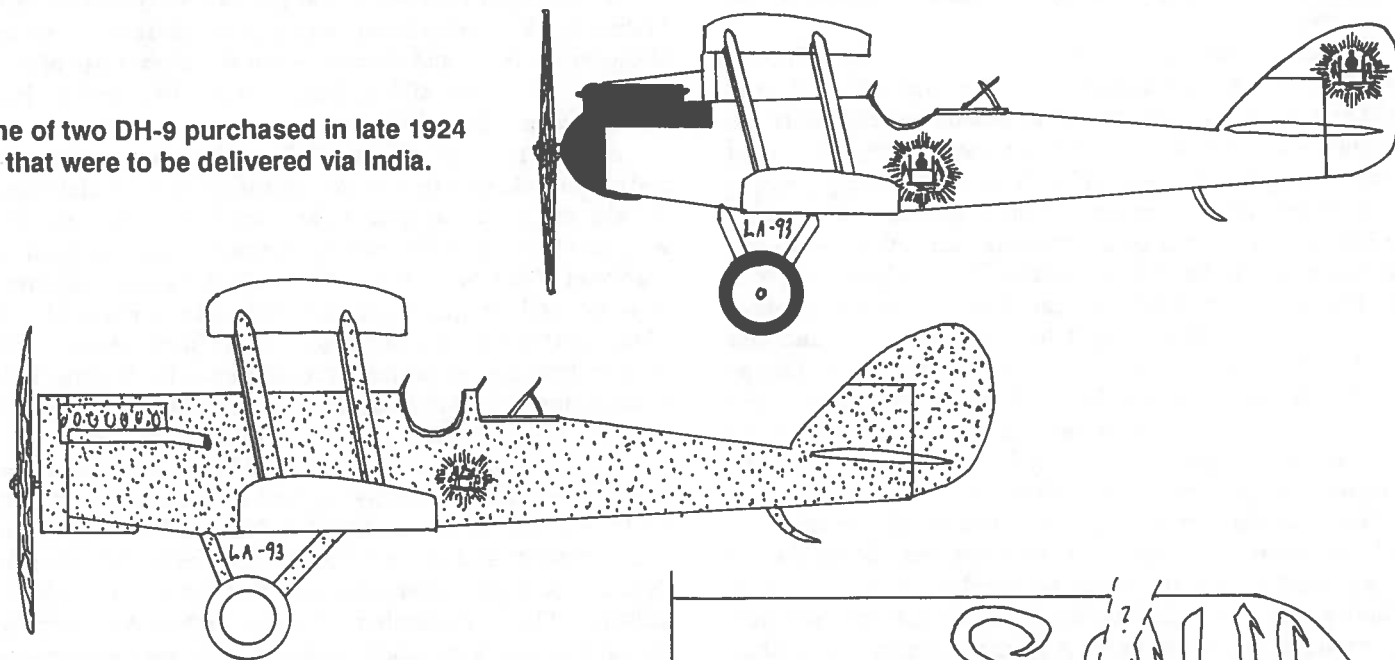
Afghan Government on 22 November 1927, were being readied for delivery in August 1928 and a group of VVS pilots headed by Korolev were preparing themselves for service in the Afghanistan Air Force. However, after the outbreak of civil war, delivery was delayed and in May 1929 the aircraft were finally taken over by the Soviet Air Force.

The Afghan Air Force probably did not receive any new equipment until a number of Hawker Hinds arrived in 1937.

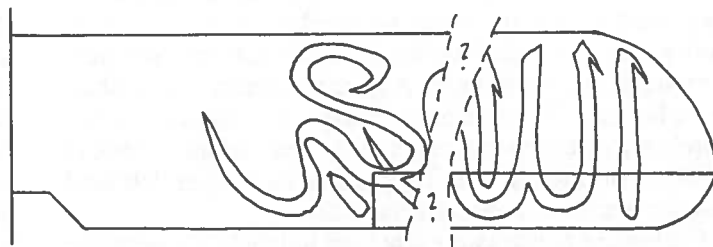
Qty	Date	Type	Notes
1	1919	Bristol F.2B Fighter	Captured from the RAF
1	11.21	Nieuport 24	From the USSR
1	11.21	Sopwith 1 1/2 Strutter	From the USSR
1	11.21	Farman F 30	Not delivered (from the USSR)
2	4.22	Nieuport	From the USSR
2	1922	Italian aircraft	Damaged on delivery
2	8.24	Bristol F.2B Fighter	From Indian Government
1	10.24	Junkers F 13	c/n 666 (from the USSR)
4	10.24	DH9	From the USSR
4	10.24	R-1	
2	12.24	Avro 504	Not delivered (via India)
2	12.24	DH 9	Not delivered (via India)
few	(4).25	Sopwith 1 1/2 Strutter	From the USSR
4	7.25	R-1	
4	7.25	Fokker D.XI	Probably not delivered from the USSR)
2	10.25	R-1	
2-6	1927	R-1	Incl c/ns 3233, 3238
1	1928	Bartel BM 4b	
2	7.28	Junkers F 13fe	c/ns 2018, 2019
1	7.28	Junkers G 24ge	c/n 918
1	18.28	Potez 25	
8	5.29	Grigorovich I-2bis	Not delivered
2	5.29	Junkers W 33c	Not delivered (c/n 2543?, 2545)

Lennart Andersson (SAFCH #68), Tiundagatan 52B, S-752 30 Uppsala, Sweden.

One of two DH-9 purchased in late 1924 that were to be delivered via India.



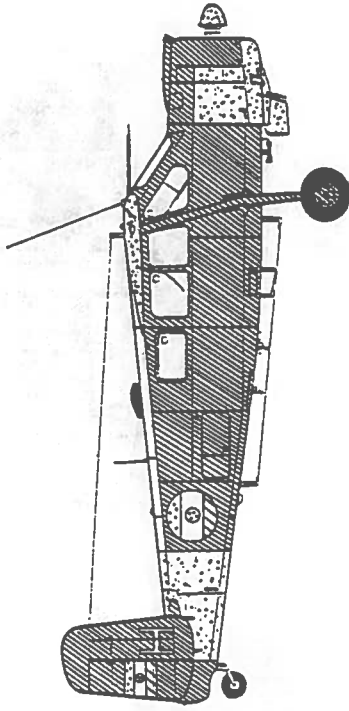
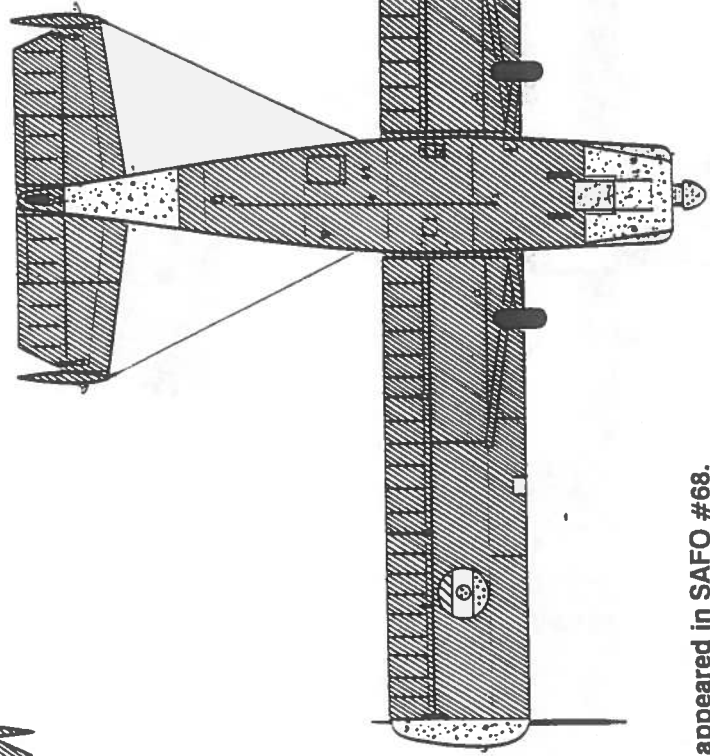
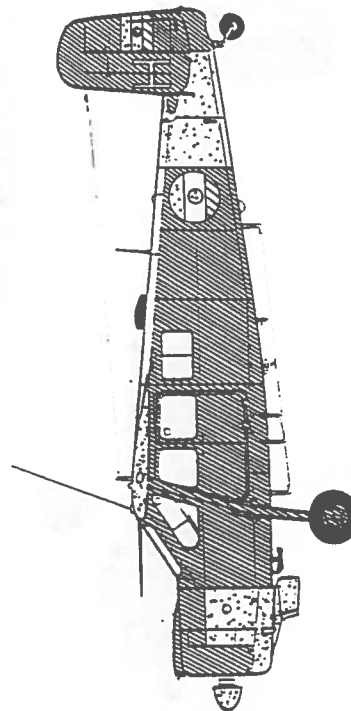
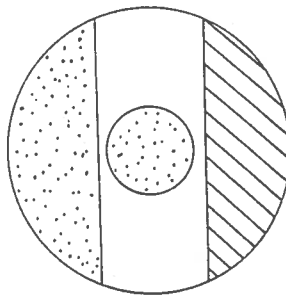
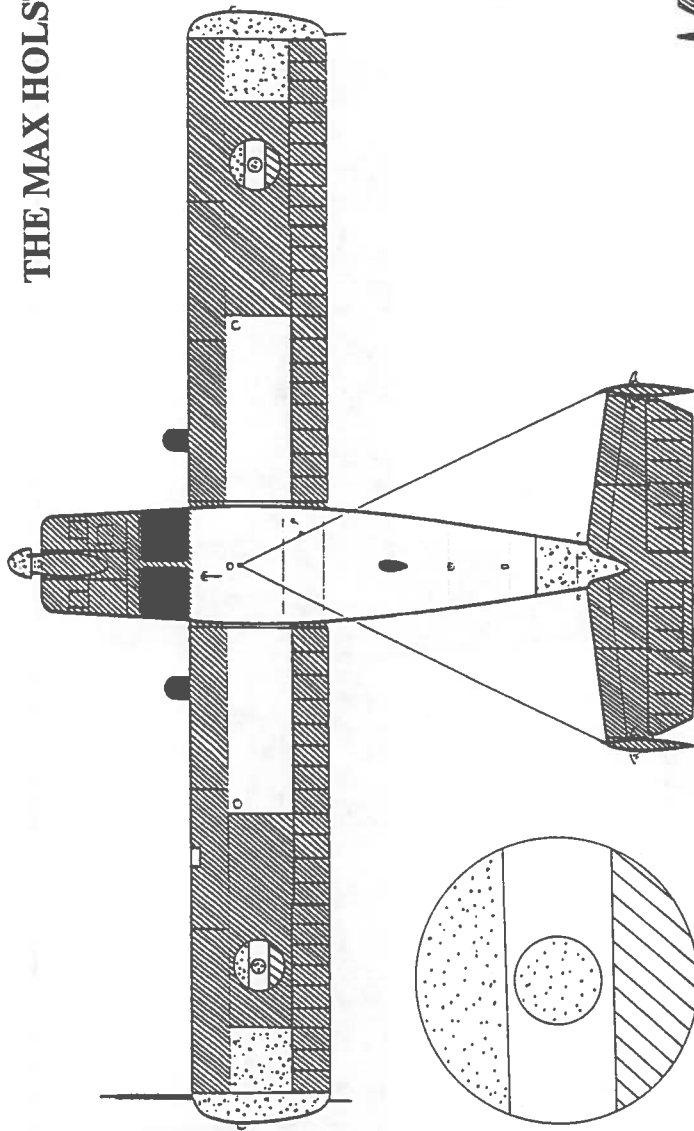
An Afghan R-1 with Arabic inscription under the lower wing; probably ALLAH AKHBAR.



THE MAX HOLSTE MH 1512 BROUSSARD

Part II

MAX HOLSTE MH-1512 BROUSSARD
Niger Air Force



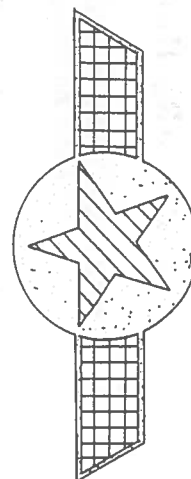
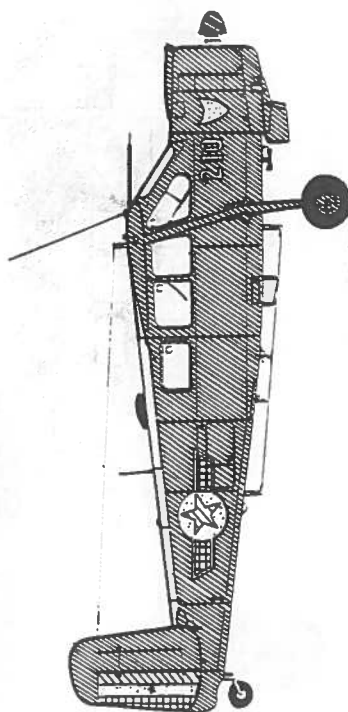
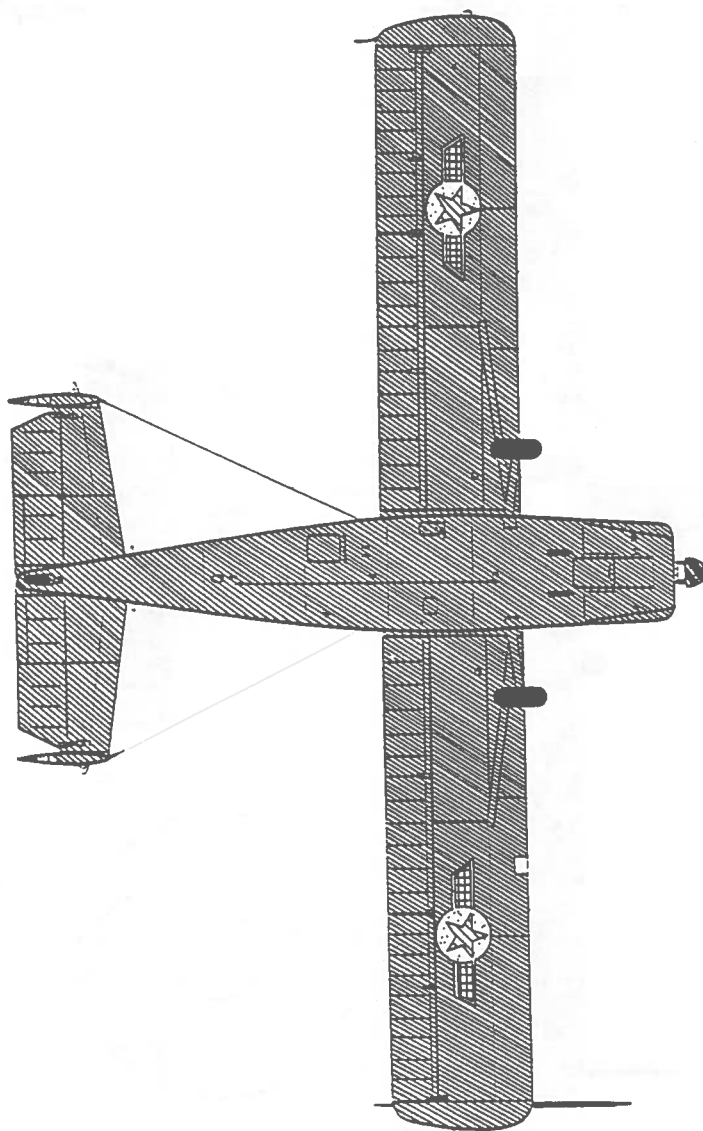
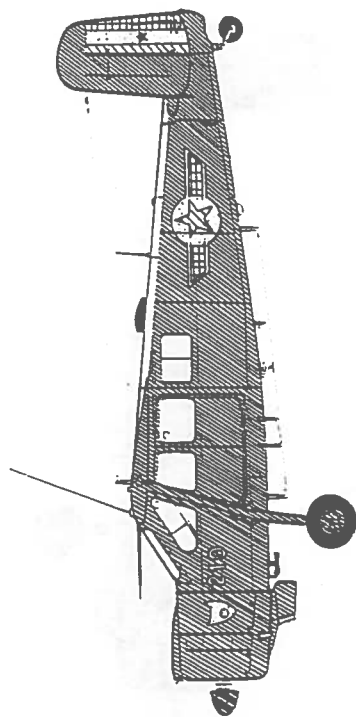
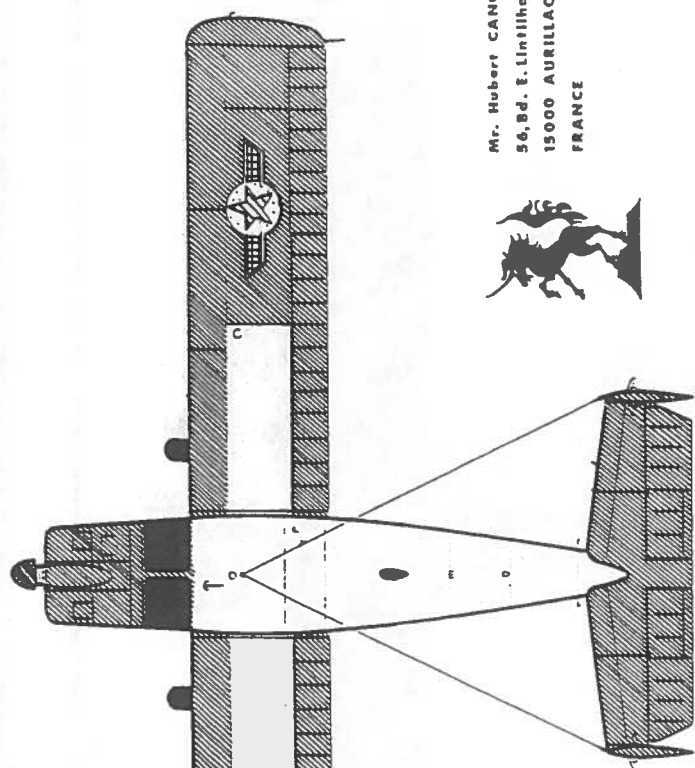
Mr. Hubert CANCE
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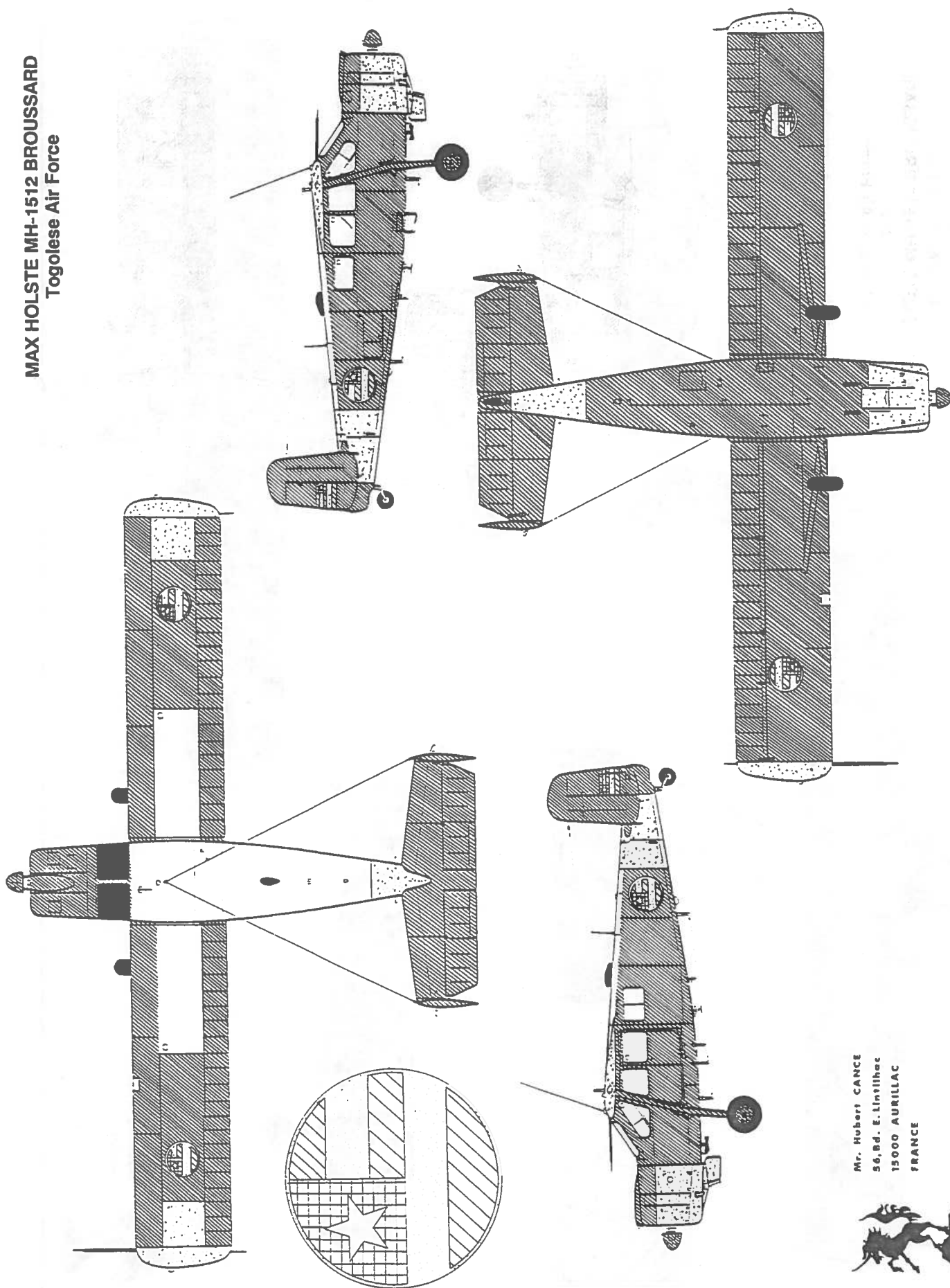
The color key for these drawings appeared in SAFO #68.

MAX HOLSTE MH-1512 BROUSSARD
'210'
Senegalese Air Force

Mr. Hubert CANCE
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15000 AURILLAC
FRANCE



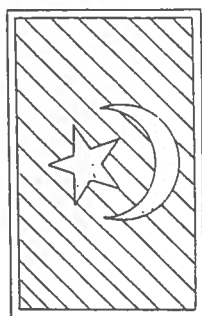
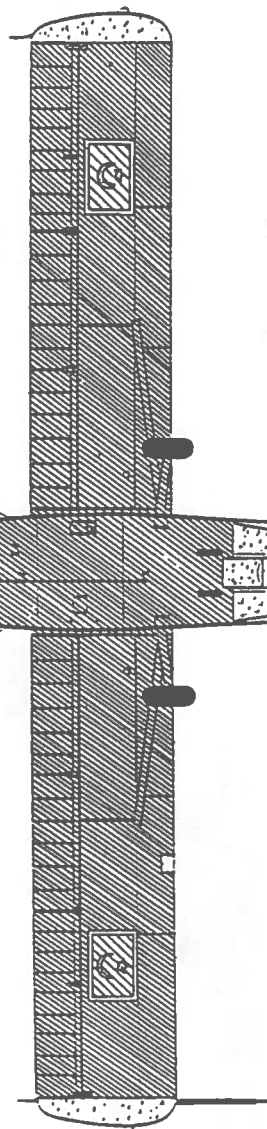
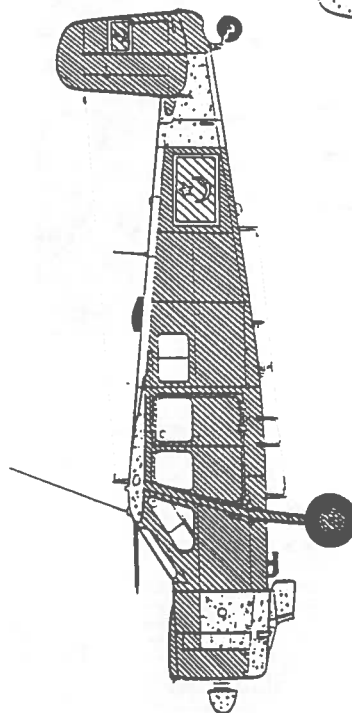
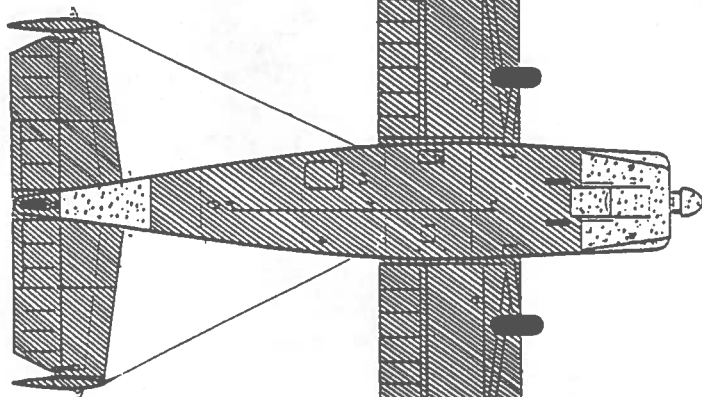
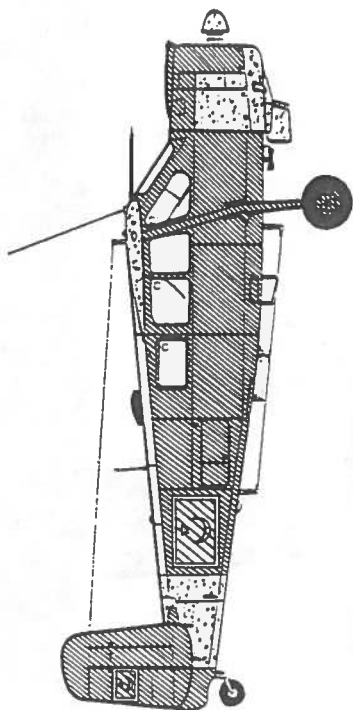
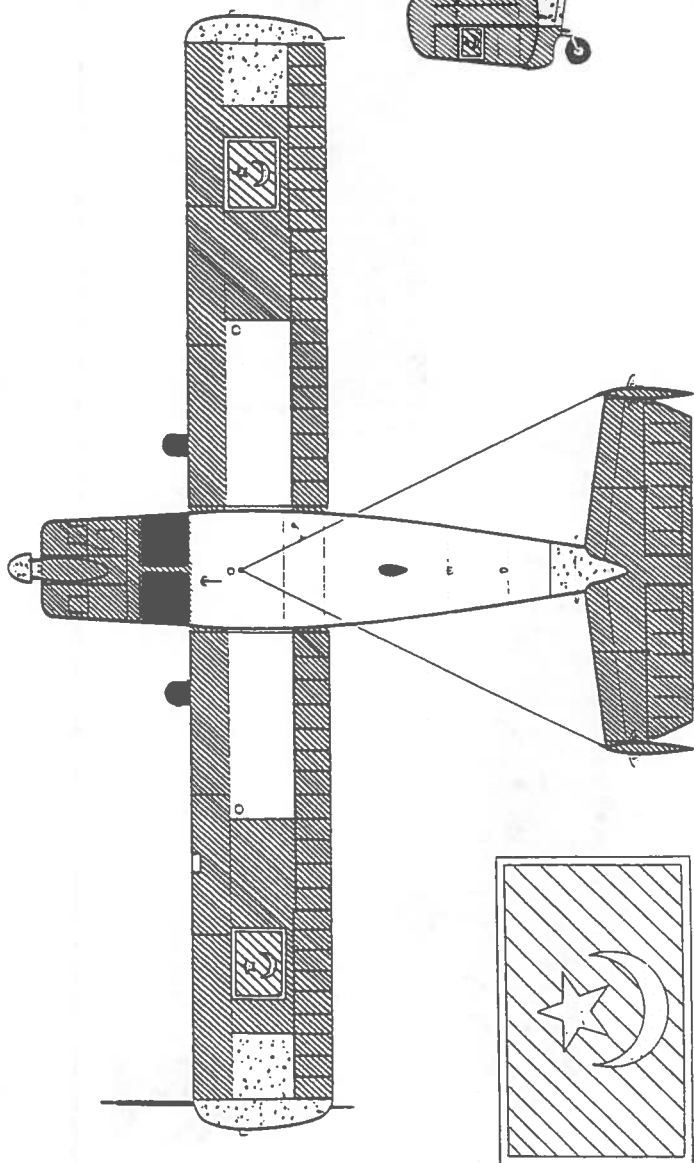
MAX HOLSTE MH-1512 BROUSSARD
Togolese Air Force



Mr. Hubert CANCE
56, Bd. E. Linthiac
15000 AURILLAC
FRANCE



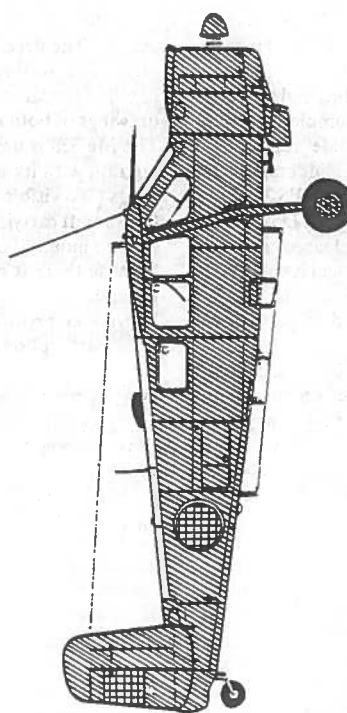
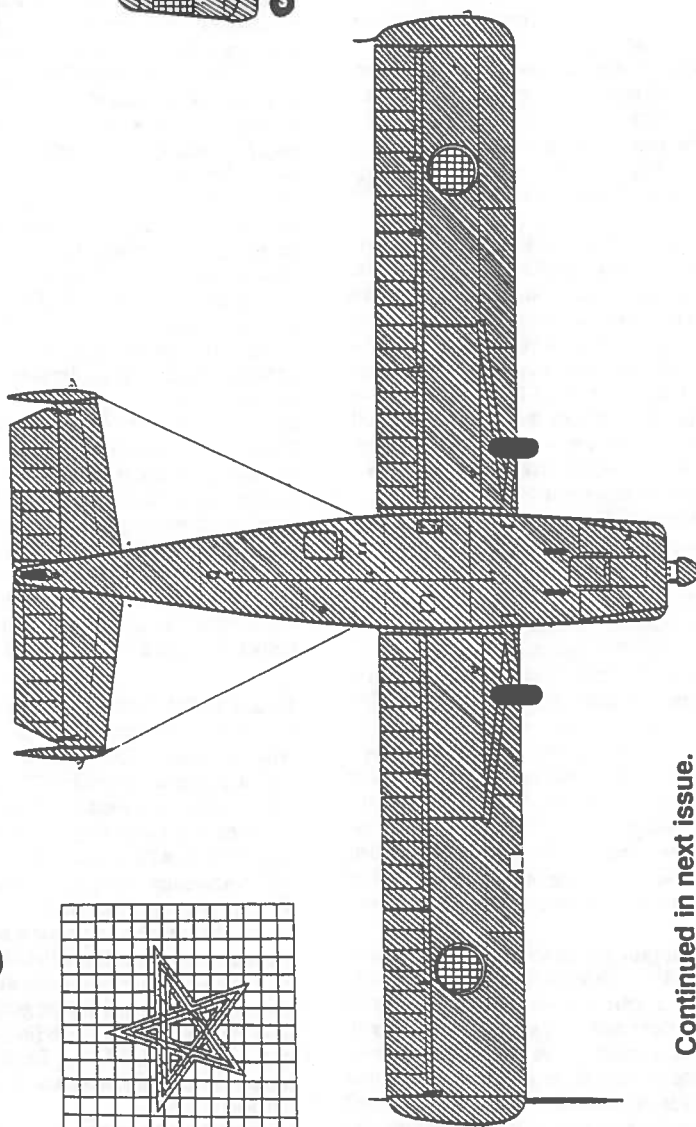
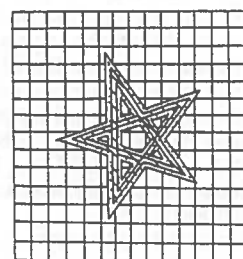
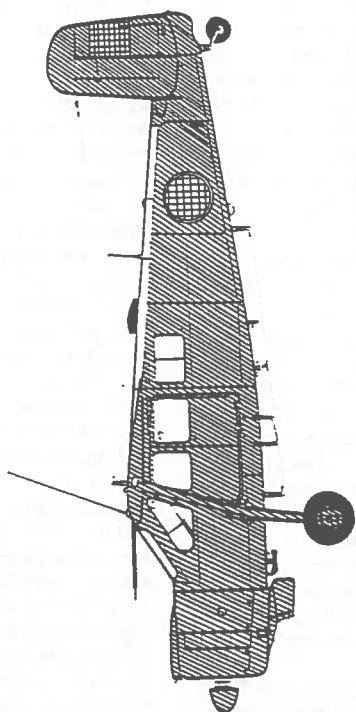
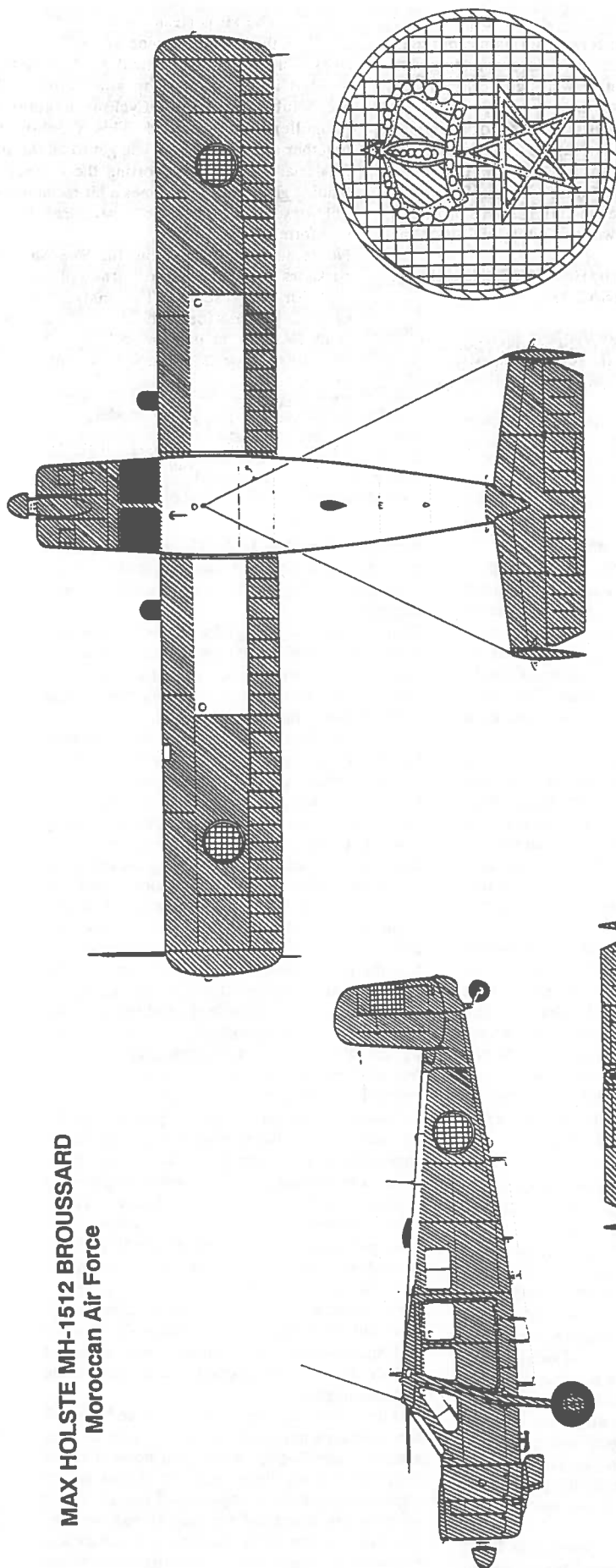
**MAX HOLSTE MH-1512 BROUSSARD
'221'
Mauritania Air Force**



Mr. Hubert CANCE
56, Bd. E. Lintilhac
15000 AURILLAC
FRANCE



MAX HOLSTE MH-1512 BROUSSARD
Moroccan Air Force



Mr. Hubert CANCE
56, Bd. E. Linthiac
15000 AURILLAC
FRANCE



Continued in next issue.

not identified will be missed by only the most jaded of modelers.

The Eduard kit of the Sopwith Schneider is a complicated kit that will challenge even the most experienced modeler. The average modeler will probably be overwhelmed by all the brass parts and will probably leave many of them off his model. I hope that Eduard will give consideration to producing a simplified, and less expensive, version of these kits by omitting the brass parts. This is one way to attract young people to the hobby, and it will also please the old duffers whose eyesight is too far gone to handle those itchy-bitsy small brass parts. [Review kit provided by Eduard via Leonard Opdycke of World War I Aero.]

Sopwith Baby, 1/72-scale injection-molded kit with etched-brass accessories. Eduard Model Accessories, 28 Rijna 681, 435 02 Most-Sous, Czech Republic.

The Sopwith Baby was almost identical to the Schneider floatplane, and all the subtle changes in shape and detail are accounted for in this second of the new Eduard kits. Otherwise, all the comments made above for the Sopwith Schneider apply equally well to the kit of the Sopwith Baby. Decals are provided for four aircraft, three British and, more important to small-air-force modelers, one Norwegian.

While the art on the box plays a big role in the sales attractiveness of a kit, I do not believe that it should enter into the discussion of the value of the kit for the serious modeler. However, I would like to make an exception here. The box art for the Sopwith Baby is very attractive, but it is misleading. It shows the machine carrying a Vicker machine gun (the kit includes only a Lewis gun), fabric detail on the fuselage (lacking on the kit), and other details not included in the kit. This is too bad, because it tends to cheapen an otherwise excellent kit.

[Review kit provided by Eduard via Leonard Opdycke of World War I Aero.]

Fokker E.III Eindecker, 1/48-scale injection-molded kit with etched-brass and white-metal accessories. Eduard Model Accessories, 28 Rijna 681, 435 02 Most-Sous, Czech Republic.

While I don't do 1/48 scale, I must admit this kit blow my mind. Molded in the usual light-grey plastic and accompanied with a fret of etched-brass parts, this is kit is similar to the 1/72-scale kits reviewed above. All the good comments above apply equally well here. The difference is that all the negative comments above have been corrected in this kit, e.g. the fuselage has subtle fabric detail and the clunky plastic engine has been replaced by a beautiful white-metal engine. Again the brass is something special; of particular note are the wire wheels and the jacket for the Spandau machine gun. (Alternate plastic engine and wheels are provided, but these are best assigned to the spare-parts box.) Decals are provided for 5 aircraft (2 Austro-Hungarian, 2 Germany Navy, and Udet's '105/15'). The Eduard kit of the Fokker E.III is a superb kit that deserves nomination as the 1/48-scale "kit of the year".

[Review kit provided by Eduard via Leonard Opdycke of World War I Aero.]

PWS-19, 1/72-scale vacuform kit. Broplan, ul. Pilotow 10G/33, 80-460 Gdansk, Poland. SAFCH member Janusz Brozek has sent two more of his excellent vacuform kits for review. The first is the PWS-19, an attractive, parasol-wing, two-seat, twin-tail, reconnaissance bomber of the 1930s. The 40 parts of this kit are cleanly molded on two

sheet of white styrene with subdued fabric effects and incised panel lines. The interior detail is spartan, but so was, I suspect, the interior of the original aircraft. Mounting the parasol wing will be easier than usual because of the solid center-section support is molded into the fuselage. Wheel, struts, and propeller, all look useable, but the P&W Hornet engine and the Vickers 7.7 mm machine gun should be replaced by their white-metal equivalents.

The decal sheet provides the simple markings which consist of six Polish checkerboard insignia and white "PWS 19" for the rudders. The two-page instruction sheet has a nice 3-view drawings and a self-explanatory exploded construction diagram.

The Broplan kit of the PWS 19 is a simple kit that can be recommended to the novice vacuform builder. It will make a nice addition to any collection of Polish aircraft.

[Review kit provided by Broplan.]

PZL W-3RM Anakonda, 1/72-scale vacuform kit. Broplan, ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

The second new kit from Broplan is a change of pace for Janzek. It's a modern aircraft, it's a helicopter, but it's still Polish: the SAR version of the PZL W-3. Some 92 parts are cleanly molded on 4 sheets of white styrene. The nose glazing is molded as a unit on clear plastic so that, with careful trimming of the window openings, it should fit into the nose as a unit. The three-page instruction sheet consists of a confusing exploded construction view, a page of very useful sketches, and drawings of two color schemes; '0411' in blue and "blaze", and '0506' in white and red. The decal sheet does not quite match these schemes; it provides the markings for '0411', but instead of '0506' the sheet has '0317', '0209', and 'SP-PSD'. Also missing are the "RESCUE" decals. This is a minor problem that I suspect will be corrected in future kits.

This is a complicated kit that will take a lot of patience, a great deal of time, and numerous references (I recommend various issues of Aero Technicka) to successfully complete.

Messerschmitt Me 163A Komet, 1/72-scale injection-molded kit. ExtraPlan, ul. Zakladowa 60/5, 92-412 Lodz, Poland.

The Me 163A differs significantly in shape from the more familiar Me 163B, and although several vacuform kits of the A version have appeared, this is the first injected-molded kit of this little rocket plane. The kit is simplicity itself, with 16 parts nicely molded in light-gray plastic with only a touch of flash and engraved panel lines. The canopy is vacuformed in duplicate on clear plastic. Decals are provided for two versions: 'CD + 1M' in a RLM 02 grey overall color scheme (featured in Profile Publications #225), and 'CD + 10' in RLM 76 blue overall with RLM 74 dark grey splotches.

The ExtraPlan kit of the Me 163A is a good start for this new company. They have an exciting list of future releases which include, beside more German aircraft (Me 109T, Ju 87C, FW 190G-2), a Mitsubishi A5M4 Claude, 4 versions of the Sikorsky/Westland Dragonfly, and the Polish I-22 Iryda and the long-awaited TS-8 Bies. I wish ExtraPlan the greatest success.

Lituanica, First Lithuanian Transatlantic Flight 15-17 July 1933, 1/72-scale, vacuform kit. Palinton, Lithuania. Address unknown.

Ever since the publication, ten years ago, of Ed Jasiunas' excellent book "Darius-Girenas 1933-1983" I've been dreaming of making a model of this colorful, historic aircraft. However, since the chan-

ces of any Western firm coming out with a model of the Bellanca CH-300 Pacemaker was extremely slim, and scratch-building frightens me, my dream remained unfulfilled. Unfulfilled, that is, until the demise of the Soviet Union and freedom for Lithuania. Now, though the cooperation of Palinton in Lithuania and MTK in Ukraine, a vacuform model of the Pacemaker is available. This kit was produced to commemorate the 60th anniversary of the flight of the Lituanica across the Atlantic almost to Lithuania; the two pilots, Darius and Girenas, crashed and died a few hundred miles from their homeland.

The kit is molded on two sheets (19 cm by 15 cm and 19 cm by 6 cm) of thick, translucent, easily-worked plastic. The molding is crisp, but there are a few small pits that need filling and the incised detail, particularly the separation of the control surfaces and the fuel tanks will need to be cleaned up and/or enlarged with a scribing tool. All parts appear useable except the Wright J-6 engine which should be replaced by one from Aeroclub or Robert Models. The kit is intelligently engineered and should present no difficulties for the modeler experienced in vacuform building.

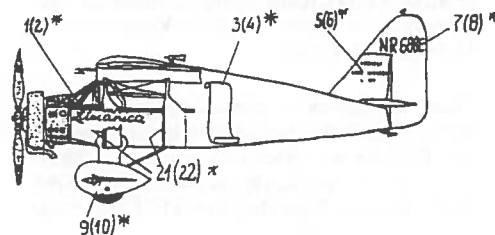
The decals are good and provide all the markings including the name "Lituanica" (yellow with separate black outline), the registration "NR688E", the tail inscriptions "BELLANCA CH-300 PACEMAKER No. 137", and assorted items of trim.

The instruction sheet is very complete and comprehensive. Templates are provided for the small parts that have to scratch built, e.g. pitot tube, venturi, aerometer, and various struts. The text provides a short historical account, specifications of the aircraft, and detailed construction steps in English, Lithuanian, and Russian. The quality of the English translation is "interesting", ranging from the mere humorous ("Chikago", "Wingspan", etc) to the seriously confusing ("In the front of stem glue the engine, in the end - at first - the stabilizer, then - the keel." I've the drawings in front of me and I can't figure this out. [Editor's note: This brings me to one of my pet

peevs: Why do manufacturers allow such poor translations when there must be dozens of SAFCH members who would be willing to do a proper translation for the cost of only a free kit?]

Reducing the wing span and using the alternate decals, you can build the Bellanca as it was before being converted for the transatlantic flight. However, beware of the decals for the tail inscription which read "PAL WAUHEE AIRLINES, CHIHAGO, ILLINOIS". The photos show "PAL-WAUKEE AIRPORT, CHICAGO, ILLINOIS".

These new companies in Eastern Europe deserve our support if we expect to get the unusual kits we need from them (such as the Anbo 41). Three kits of the Lituanica are available from the SAFCH Sales Service, although I am sure that I can get more if there is a demand for them. Otherwise, ask your pen pal in Eastern Europe to get one for you. With its bright orange color, metal cowl, and black trim this will be a most attractive model in any collection.



"In the review of my book 'Svenskt militärflg' (SAFO #67) it was asked why the RWD-13 'Tp 11' was not included. The reason is simple. The designation 'Tp 11' never existed! It might have been reserved for the RWD 13, but I have never seen any proof of this. Although several publications have reported that the ex-Polish RWD 13 c/n 216 (ex SP-BML) was in service with either the Flygvapnet or Army, this is just not true.

"The facts are that this aircraft was purchased by the Swedish Government and operated by Skandinaviska Aero AB who used it on target-towing missions for the armed forces during the war. Since flying aircraft with civil-registration was not permitted during the war, this aircraft carried Swedish national insignia on the wings and fuselage. In 1945, it was put on the civil register as SE-AOF." Lennart Andersson (SAFCH #68), Tiundagatag 52B, S-752 30 Uppsala, Sweden.

"Regarding the article on the Croatian Air Force 1941-45: Part I, by Mr. F. Liege. I would like to make some corrections: (1) Besides the subtypes mentioned, Croatia also used the Me-109G-6 and G-14; both are confirmed by photographs. (2) The Focke Wulf Fw-190 was most certainly never used by Croatia, neither by the Legion or by home defence units. (3) 74 MS.406s were employed; not 36 as mentioned in text. These carried serials between 2301 and 2374. These were mostly original MS.406s with retractable radiators, although there were also some MS.410s. These latter shouldn't be mistaken for Swiss D-3801, because they had retractable radiators and the only difference between the MS.406 and 410 was the wing armament and wing structure. (4) Besides the nine G.50bis fighters, there was also one G.50B trainer in service (serial 3510). (5) No Hawker Furies were in used Croatian service. (6) After the Italian capitulation in 1943, the Croatian Air Force was strengthened by the addition of some ex-Reggia Aeronautica types. There are records that additional batches of Fiat G.50s were supplied along with Macchi C.200 Saettas, C.202 Folgore, and C.205V Veltro.

"An excellent source of information about this subject are the Scale Models International issues of May and June 1993 which includes a list of all aircraft that were supposed to enter service. However, most of these types were never repaired and, therefore, were never actually used by Croatia. Further useful information can be found in the instruction sheet of Aviation Usk decal sheet No. 7114 which covers the Croatian Ikarus IK-2 and Me-109E-3/4. By far the best painting schemes of Croatian Emils are found here! (7) The Blenheim Mk.I bomber depicted in Mr. Liege's article wear a completely wrong paint scheme. Additionally, there was no insignia below the cockpit on the Blenheims. A photograph in Scale Models, May 1993, clearly shows this!

"In conclusion, I would like to comment on the painting in the book *Horrido* of a Croatian MS.406 being shot down. The Croatian fighter ace C. Galic flew the Me-109 on most of his missions in Russia. He was never shot down. He was eventually killed on an airport in Croatia during an Allied air raid." Marko Soletic (SAFCH #1274), Vojnoviceva 22, 41 000 Zagreb, Croatia.

"More information has come to light on markings for the aircraft that participated in the First Kills over Poland, since my article was printed in SAFO Vol 15 No 3 - specifically on Neubert's Ju-87b1, which shot down Capt Medwecki's PZL P-11c over

Rakowice, Poland, on 1 September 1939. Medwecki's wingman, Sub Lieutenant Wlodek Gnys, avoided Neubert's attack and shortly thereafter shot down two Do-17E's from KG77 in rapid succession.

Two of SAFCH's Luftwaffe gurus, James Kitchens III and George Morrison, correctly pointed out the codes on Neubert's Stuka, "T6 + GK", did not properly correspond to the strict Luftwaffe code system, which for his unit, 1 ST/G22, would have the letter "H" in the last position, denoting the 1st Staffel. The letter "K" corresponds to the 2nd Staffel. Various aviation authors, including Jerzy Cynk, took Neubert at his word, either without subjecting this account to analysis, or having noted the anomaly, let Neubert's description stand, because there was no photograph or primary source document to dispute his description. The waters were further muddied by the fact that Neubert became Staffelfelkapitan of 2St/G2 later in 1940 around the time of the French Campaign. Did Neubert remember his Stuka used later in France? Did he misinterpret a hand written entry in his log book, with the "H" appearing to be a "K"? Was he flying a 2nd Staffel machine? These questions set off a lengthy series of correspondence with Neubert and his gunner, Franz Klinger, both of whom miraculously survived the war and are still alive today, to see if I could get a definitive answer.

I thought that I had an answer when Klinger sent copies of his Flugbok to me covering the summer of 1939. Sadly, his journal entries stopped in mid-August when the authorities made such entries forbidden as a security measure just prior to the war. Still, the log book offered enticing clues. 1 St/G2's Stukas were still carrying their pre-war codes in the 1st half of August 1939. They were flying "T6 + G11" during this entire period. Since it is known that the Immellmann unit did adopt the revised four letter code system prior to the war, and Neubert and Klinger were very emphatic about continuing to fly the same machine in August and September 1939, and the letter "G" was the only consistent element throughout the story, the codes on his aircraft were almost assuredly "T6 + GH" - not "T6 + GK". At one point, Neubert speculated that perhaps the pre-war code number "11" was merely translated into the letter "K", the eleventh letter in the alphabet, when the newer system was adopted. This supposition, of course, was discounted because it had nothing to do with the way the new code system was structured. Establishing the proper code is important because it determines the colors of the third letter and any colors extant on the spinner. In the absence of photos and other documenting evidence I can not claim 100% accuracy for this latest claim, but the choice of "T6 + GH" is, at least, based on scholarly research done with all the evidence available. The writer would like to thank Messrs. Kitchens and, especially, Morrison for the time spent in going over photos of the Immellmann unit and hashing this question to death on the phone.

SAFCH readers are invited to obtain a copy of the *FineScale Modeler* issue, due out in October 1994, which will be a special World War II issue. This issue will contain my article on the 'First Kills' markings and Roy Grinnell's painting, 'First Kill', depicting Gnys' victory over the Do-17E's. Small Air Forces Clearing House and our members' fine work in this endeavor will receive prominent mention in this issue. My research on Neubert's markings is being used by Grinnell for a companion painting depicting Neubert's Stuka shooting down

Medwecki's PZL P-11 c, by all accounts, the absolute first air-to-air victory of World War II. Even if my suppositions prove to be wrong, it is hoped that some other researcher will come forward with the final answers as a result of reading the article thus furthering the sum total of our knowledge in the end."

Michael J. Dobrzelecki (SAFCH #682), 1720 Long Hill Road, Millington, NJ 07946, USA.

"I would like to pass on some information about the Anbo I (kit review in SAFO #67) I found in the French magazine *Fana de l'Aviation*, June 1992. This article has two photos from which I think I can deduce the colors: The fuselage appears to be dark varnished wood with an aluminum-painted nose and inspection panel immediately behind the cockpit, the landing gear and wing struts and wheel covers may be a light-wood color except for the oleo struts which are aluminum color. The wings and tail plane look to be natural linen. The propeller is laminated wood. The only markings are a white "ANBO" on the fuselage.

"A third photo in found in the book on Aviation Museums by Bob Ogden (Airline Publication 1979). The aircraft now carries Lithuanian national markings on rudder and wings, and "ANBO I" on the fuselage. The caption says the location was unknown, but the *Fana* article places this aircraft at the Sports Aviation Museum in Kaunas, Lithuania. Perhaps our friends at the Lithuanian Technical Museum know more about this, maybe its the same museum with a new name adopted after independence."

Calsyn Frans (SAFCH #854), Oude Staatsbaan 21, B-9991 Maldegem-Adegem, Belgium.

"On the subject of the Seychelles Defender in SAFO #64. The British quarterly *World Air Power Journal* Volume 15, Winter 1993, has a short article on the Seychelles forces. This states that in December 1992 "following changes to the national constitution, the Seychelles People's Navy and Air Force were amalgamated to form the Seychelles Coastguard. The air element was renamed the Air Wing of the Coastguard". Strength is given as two aircraft: a Maritime Defender and a Cessna A-150 Aerobat, plus one incomplete Hindustan Aviation Chetak (Indian built Alouette III) helicopter, used for parts. The other two Chetaks having been lost in accidents. The Defender is said to have no provision for armament and is used for local patrol work, plus light transport, SAR, and medevac. A colour photo (drawing enclosed) shows the aircraft to be a gloss medium/dark blue, with orange or orange-red wing tips, white outlined cabin windows, black drop tanks, and a matt black radar radome. A green/white/red roundel is carried on the rear fuselage; the proportions being similar to those of the current Italian low-vis roundel. Black code beginning A2. No tail markings are carried. Wing markings are not visible, but none are carried on the upper wing surfaces of the Cessna, which wears a similar scheme, but with extra orange stripes. The code is listed in the text as A2-OIM, while the Cessna is A3-OIT. Are these type numbers, followed by an aircraft number, and then a role letter? There are also photos of a Cessna Citation V VIP jet (SY001), and a Reims-Cessna Caravan II of the Island Development Company (SY-006), both flown by seconded Air Wing personnel.

"On 13 October 1993, Aermacchi MB339CB, NZ6465, crashed. It was one of eight aircraft from

14 Squadron based at Whangarei Airport on a 10-day Falcon's Roost exercise to give pilots some experience of operating over unfamiliar country. NZ6465 was on a low level training flight when it developed engine vibration and lost power, and was unable to maintain height. The cause is not yet known. The pilot and passenger ejected at about 400 feet. The air-craft crashed ending up nearly submerged in the shallow water just beyond the trees of a mangrove swamp. The crash happened in the upper Rangaunu Harbour, north of Kaitala, on the East Coast of the upper North Island. Aircraftsman Stephen Gyde spent a week in hospital with moderate back injuries. His was apparently the first ejection by a non-aircrew member of the RNZAF. The following evening, 14 October, the jet was recovered by an Air Force Iroquois helicopter, Navy divers, and locals help. It will be some time before the cause of the crash is known, and a decision made on whether to repair 65, or scrap it. This is the first crash of an RNZAF Aeromacchi. One of the RNZAF's ten Hawker Siddeley Andovers C.1 transports is to be scrapped. NZ7624 was bought second-hand from the RAF in 1976, and was formerly XS608. It was the first Andover to arrive in NZ, on 11 December 1976, after a 12-day delivery flight from Britain. NZ7624 was last flown on 5 May 1988, having flown 8395.1 hours. It has since been cannibalized for parts and has been reduced to an undercarriageless hulk. In 1993 it was decided to sell the remains for scrap. This leaves nine Andovers (two of them VIP aircraft) with 42 Squadron.

"On a brighter note, another Wasp is to join the RNZAF fleet in 1994. The RNZAF has acquired a total of eight Wasps (three new and five ex-Royal Navy) for flying duties since 1966, plus a number of spare airframes for parts. According to the November 1993 issue of New Zealand Wings magazine (NZ Wings, P.O. Box 120, Otaki, New Zealand) one of these is in the process of being restored to flying status at Hobsonville as a replacement for those which crashed in November 1992 and April 1993. This is XT782, which will become NZ3909. According to the Wings article, some parts from NZ3901 and NZ3904 are being used in the rebuild. If parts from 01 are being used, then presumably 01 is not going to be repaired following its ditching?" Paul Adams (SAFCH #773). 81 Ponsonby Road, Ponsonby, Auckland 1, New Zealand.

Embraer-Empresa Brasileira de Aeronautica S.A. and Northrop Aircraft Division today announced

they have finalized the cooperation agreement for their joint participation in the JPATS (Joint Primary Aircraft Training System) competition. The announcement was made by Embraer's president Ozires Silva and Northrop Aircraft Division's vice-president and general manager Wallace Solberg during a special ceremony held at the Brazilian manufacturer's headquarters in Sao Jose dos Campos, Brazil.

The aircraft Embraer and Northrop will bid in the JPATS competition is an upgraded version of the EMB-3 12 Tucano designated Super Tucano. Under terms of the cooperation agreement Northrop will be prime contractor and Embraer principal subcontractor. Embraer will manufacture the entire airframe plus landing gear in Brazil and Northrop will do equipment installation and final assembly in the United States.

The first Super Tucano prototype, serial 312454, test registration PT-ZTV, is flying since May this year and so far has clocked over 54 hours in its flight test program. The second prototype, serial 312455, test registration PT-ZTF, is complete and scheduled to make its inaugural flight this week.

The JPATS program comprises the training aircraft plus logistical support. The program aims to select a common aircraft for use by both the US Air Force and US Navy for primary training of military student pilots learning the basic fundamentals of flying before they transition into more advanced training aircraft.

The program, with an estimated contract value of more than US\$4 billion, calls for the U.S. Government to buy more than 700 aircraft to be delivered through the year 2010. Seven industry teams are entering the JPATS competition with aircraft designs from around the world. Evaluation of all competing designs will take place between April/June 1994 with the selection of the winner expected by the end of the year.

Development of a more powerful version of the baseline Tucano, under the designation EMB-312H Super Tucano, began in January 1991 and public disclosure of the program was made in June that year at the Paris Air Show.

A proof-of-concept (POC) prototype powered by a Pratt & Whitney Canada PT5A-67R flew for the first time on September 1991. The POC aircraft demonstrated the growth potential of the baseline Tucano and served as a testbed for Super Tucano systems development.

Embraer News Release, 23 August 1993.

"Regarding fellow enthusiast F. J. Henry's letter and photo of the 'mysterious' ex-Japanese biplane in South Korea (SAFO #67), I would like to make some additional comments that perhaps solve the enigma.

"I am enclosing a copy of a color photo from Osprey's 'Korea: The Air War 1950-1953 (Vol. 1)' which, being a closer view of the same aircraft, reveals a lot of details. Unfortunately, the photo caption does not help, identifying the biplane as a Boeing Stearman, a statement incorrect from many aspects. This photo was taken in late 1950 at Pusan probably by Vance Yount. After studying the photo before beginning to build a 1/48-scale model of it, I concluded that this is definitely a Tachikawa Ki-9 Spruce (minus wheel spats) a fact evident from many features: the rounded rudder shape, the inverted 'V' horizontal stabilizer struts, the tail wheel (instead of the Willow's skid), the position of the cabine struts, the 'X' bracing between the landing gear struts, the outline of fuselage metal panels, the engine type as well as the shape of the propeller blades and hub, the exhaust stubs, and some more minor details.

"The aircraft is painted olive drab overall except the lower wing and the fuselage undersides which retain the original Japanese trainer yellow-orange. The engine cowling, as well as the rudder, are red and the fuselage band is yellow. The outer circle of the US insignia is not exactly white as are the star and bars, but ivory or yellow faded to white. The wheel hubs are natural aluminum.

"The whole aircraft looks pretty battered and all the colors are a bit faded, especially the yellow-orange. The light-colored spots visible on the wings and tailplane are places where the olive-drab paint has peeled revealing the Japanese yellow-orange beneath. Also, on the lower surface of the wing there are some dark colored spots which are probably fabric repairs with dark protective dope applied over them.

"After the end of the war, many Japanese aircraft were left intact all around the Far East and the Pacific, and were used by the local air forces (remember the Oscars and Jakes used by the French at the beginning of the Indochina war?)

"Any information on the colors and markings of the Aichi E13A Jakes used by the French in Indochina, especially photos, would be more than welcome for my next project."

John Trypitsis, 4 Ptolemon St., Athens 11635, Greece.

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[Editor's note: The following are available from Vasily Zolotov, Zhivopisnaya 30-4-27, 123479 Moscow, Russia. I know nothing about his person (he is not a SAFCH member), but he says, "Immediately after receiving your order, we'll send everything. After you receive this parcel, send us something of equivalent value selected from a list included with the parcel." The following descriptions are from Vasily's catalog. See also listing under "Books" elsewhere in this issue of SAFO.]

The Ace, Moscow. Russian magazine, published irregularly. 32 A4-size pages, 8 in color. 1/93 No. 4: "Alexander Vybormov" Soviet WWII ace (4 photos and 4-view color plate of his Yak-9). "Ju-88 against the USSR" (11 photos, scale drawings of A-1, 2 color side views). "The Wings of Lithuania" (9 photos, Order of Battle: 15 June 1940, scale drawing of Anbo IV, 11 color side views). "Tsybin NM-1" (2 photos, scale drawings). "Harrier: Part 3" (scale

and color drawings of AV-8B and GR.5). [Editor's note: Earlier issue were reviewed in SAFO under the title "AC". This issue is in a new, larger size.]

Aerohobby (Kiev) Ukrainian magazine, published irregularly. 32 pages including 4 color plates. 2/92: "Orlenok" WIG (wing-in-ground-effect) plane. "Ukrainian aviation during the civil war (1920s)". "Yak-141" analytical comparison with AV-8B and Sea Harrier FRS-2. "LaGG-3" examples of service life.

Aerohobby (Minsk) Byelorussian magazine, published irregularly. 36 pages (no color). 1/93: "Conversion of Su-25 to Su-25TK. "Ex-USSR Kit Reviews". Scale drawings of BAC Lightning, MiG-29, Su-25, & ANT-25.

Mir Aviatsii (Moscow). "Along with Ace, this is the best magazine in the former USSR. Published

quarterly. 36 pages including 8 color plates. Each issue has captions in both Russian and English, and there is an English summary with each issue." #3 1993: "Ilya Muromets in Action" story of development and operations. "S.79: Part 2" design and service. "OS2U Kingfisher" design and service incl. with Soviet Navy (1/72 drawings, 5 color side views). "Krete" analytical article (2 pages of color side views). "Yevgeniy Pepelyshev" Soviet ace of the Korean War (4-view drawing of his MiG-15). "Nikolay Kamov" designer and personality. "Su-15" (fold-out, highly-detailed, 1/48 drawings of Su-15/15T/15TM/15UT; fold-out, color poster of a camouflaged Su-15; color drawings of the ill-famed KAL-killer Flagon and other camouflaged machines). "Photoarchives" some rare photos of DB-3 and Tu-4 engine test-beds. "Projets" a new jet trainer from Sukhoi.



THE ROYAL LAO AIR FORCE DURING THE VIETNAM WAR

Terry Love

The captions for these photos are on page 20..

